

APPENDIX D

HISTORIC STRUCTURES VISUAL IMPACT ASSESSMENT REPORT



SOUTH CAROLINA ELECTRIC & GAS COMPANY
Cayce, South Carolina

Historic Structures Visual Impact Assessment Report
for the
Lyles-Saluda River-Lake Murray 230 kV Lines

November 2013

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Note:

Effective January 1, 2014, Pike Energy Solutions, LLC was merged with UC Synergetics, Inc., and the surviving company is now named UC Synergetics, LLC, a subsidiary of Pike Corporation. The surviving company will retain the Federal Employer Identification Number of Pike Energy Solutions LLC. This report was substantially completed in 2013; therefore, the former company name, Pike Energy Solutions, LLC, is used throughout this report and on all figures herein.

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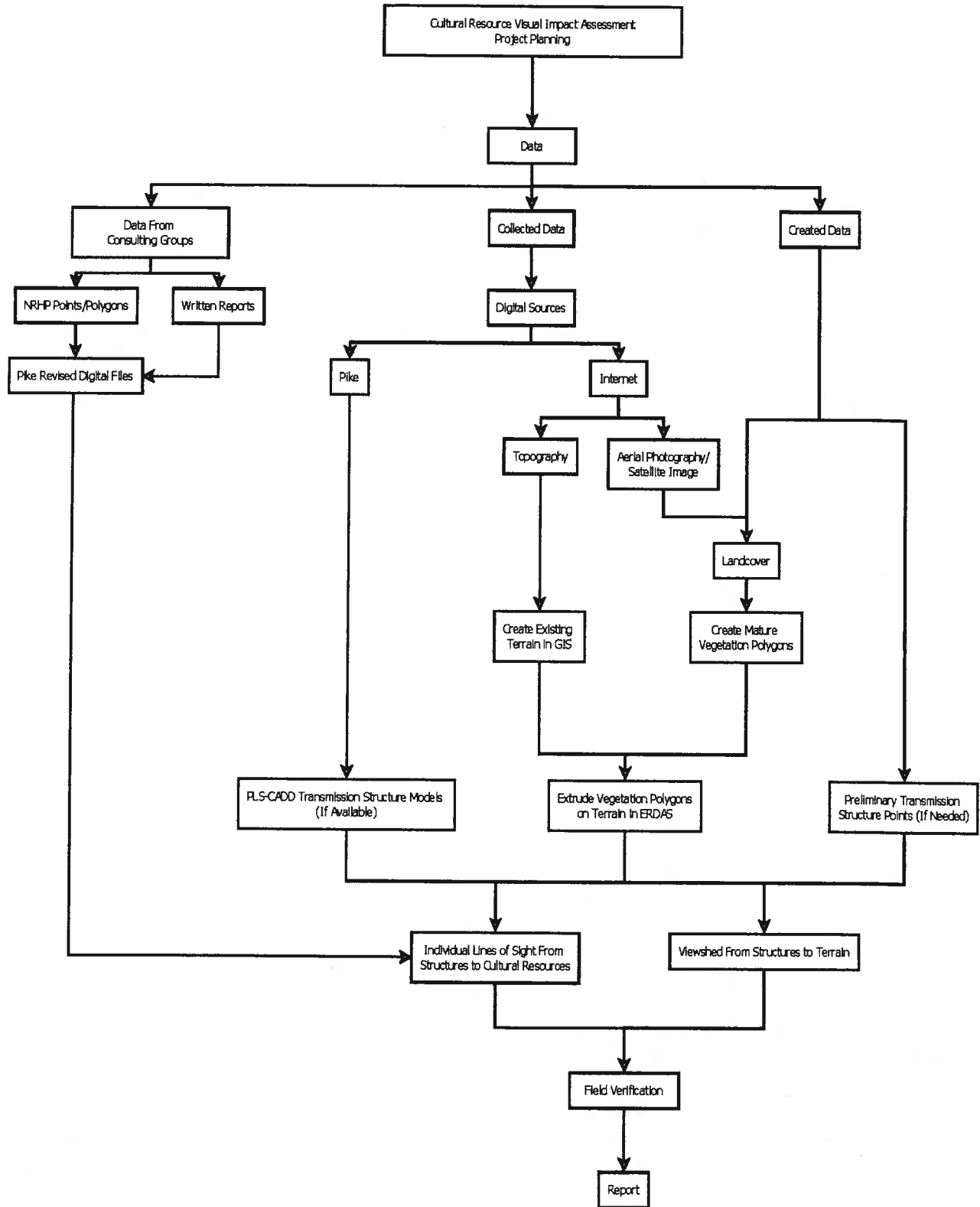
I. VISUAL IMPACT ASSESSMENT STUDY METHODOLOGY

On behalf of SCE&G, Pike Energy Solutions, LLC ("Pike") conducted a visual impact assessment study ("Study") to determine the degree of visual effects, if any, the future Lyles-Saluda River-Lake Murray 230 kV Lines¹ will have on historic resources (structures and districts) within two kilometers (1.25 miles) of the lines' route. This 4 kilometer wide zone is called the "study area" throughout this report. The Study evaluated historic resources in the study area that had previously been identified and located by Brockington and Associates, Inc. ("Brockington") on SCE&G's behalf. Brockington, a nationally recognized culture resource consulting firm, identified the resources by reviewing South Carolina Department of Archives and History records to determine historic resources in the study area that are presently listed in the National Register of Historic Places ("NRHP"), eligible for listing in the NRHP or potentially eligible for listing in the NRHP. Additionally, Brockington conducted a windshield reconnaissance survey throughout the study area to identify and locate unrecorded resources which, in their opinion, are potentially eligible for listing in the NRHP. Brockington's records review and windshield survey identified thirty-nine (39) historic resources in the study area that were comprehensively evaluated by Pike during the Study to determine the ones, if any, that may be affected visually by SCE&G's future Lyles-Saluda River-Lake Murray 230 kV Lines.

The Study was completed by executing process methodology that includes the application of highly structured computer modeling in conjunction with field evaluations of existing conditions at each identified historic resource. Application of the methodology results in an accurate assessment of the visual impact, or lack thereof, which could possibly result from the addition of the proposed transmission line. Execution of the Study was completed by applying the methodology illustrated in the flowchart diagram shown in Figure 1.

¹ The Lyles-Saluda River-Lake Murray 230 kV Lines will consist of two 230 kV circuits running together on common, double-circuit 230 kV structures, which will be single steel or concrete poles with braced, horizontal post insulator assemblies supporting the conductors.

Figure 1: Historic resource Visual Impact Assessment Process



The following four (4) tasks summarize the key steps that were executed to complete the visual impact assessment study.

Task 1 – Gather Existing Information and Data

Pike collected and reviewed study area information and data that included a digital elevation model raster (DEM), aerial photography, and historic resource locations that were provided by Brockington and Associates, Inc. ("Brockington"), a cultural resource consultant with several offices throughout the United States, including Charleston, South Carolina. Brockington compiled the data by completing background research at the South Carolina Institute of Archaeology and Anthropology ("SCIAA") and the South Carolina Department of Archives and History ("SCDAH") to determine the locations of any previously recorded historic resources in the study area. Additionally, Brockington conducted a "windshield survey" throughout the study area to verify that previously recorded historic resources were still in existence and to identify any additional resources that in their opinion would be eligible or potentially eligible for the NRHP.

Task 2 – Digital Modeling

Using the information and data collected in Task 1, Pike created a digital model using appropriate software such as AutoCAD Civil 3D, ArcGIS, GeoExpress, and ERDAS Imagine. First, an existing grade terrain was created using topographical data (Figure 2). Aerial photography was then used to locate and extract visual obstructions in the study area; primarily mature vegetative cover (Figure 3). The obstructions in the form of ArcGIS polygons were extruded based on their estimated height off of the DEM, conservatively determined to be 60 feet, creating a single surface that now includes both topography and mature vegetative visual obstructions (Figure 4). This modified surface will provide the basis for assessing visibility from historic resources to the proposed line route.

To assure accuracy of the Study results, certain assumptions were made regarding 230 kV transmission line structure height and spacing based on the final engineering of a recent SCE&G 230 kV line project that utilized structures similar to the ones that will be erected on this project. Using SCE&G's recently completed VCS1-Killian 230 kV Line² for guidance, the Study assumed a structure height of 100', spaced at 400' intervals, for the Lyles-Saluda River-Lake Murray 230 kV Lines. The top elevations of the structures were used to develop a viewshed, which delineated the

² On SCE&G's behalf, Pike recently completed line engineering for the VCS1-Killian 230 kV Line.

areas within the study area where views of all or portions of one or more structures may be visible. Also, multiple lines of sight in the form of profile graphs were created from each historic resource in the study area to display any obstructions, or lack thereof, in the visual path from the resource to the line structure with highest probability of being visible from the resource.

Task 3 – Field Verification

Pike visited, photographed, and assessed every historic resource listed on the NRHP, eligible for the NRHP, or potentially eligible for the NRHP as determined by the background research and windshield survey to verify the accuracy of the work products developed in Task 2.

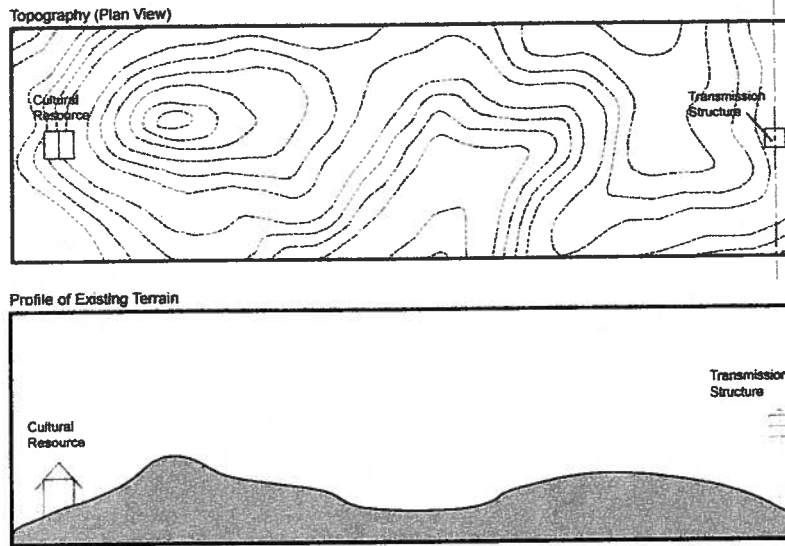
Task 4 – Preparation of a Visual Impact Assessment Report

Pike prepared a Visual Impact Assessment Report to predict and document the visual effects to historic sites on the NRHP, sites eligible for the NRHP and sites potentially eligible for the NRHP that may result from construction of the Lyles-Saluda River-Lake Murray 230 kV Line.

II. GRAPHIC INTERPRETATION OF THE VISUAL PROBABILITY ANALYSIS

This report includes literary evaluations, mapping, photography, and line of sight profile graphs to clearly display any significant historic structures or places that may be impacted by a view of the proposed Lyles-Saluda River-Lake Murray 230 kV Line. Figures 2, 3, 4, 5 and 6 are included to graphically illustrate how Pike analyzed view probability from each historic resource by applying factors that included historic resource locations, transmission line structure locations (based on engineering assumptions), topography and vegetation, if any, between the historic resource and 230 kV transmission line structures. Figures 2, 3 and 4 illustrate how view analysis profiles are developed using topography and vegetative conditions present between viewpoints (i.e., specific historic resource locations) and proposed transmission line structures for the purposes of analyzing how views from the historic resources in the direction of the proposed transmission line are affected by the combination of landforms and vegetation. Figures 5 and 6 graphically depict how computer analyses, based on line of sight from the resources to proposed transmission line structures, are completed using the information developed from analyzing the topography and vegetative cover present between the resource and proposed transmission line structures.

Figure 2: Topography



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Figure 3: Mature Vegetative Cover

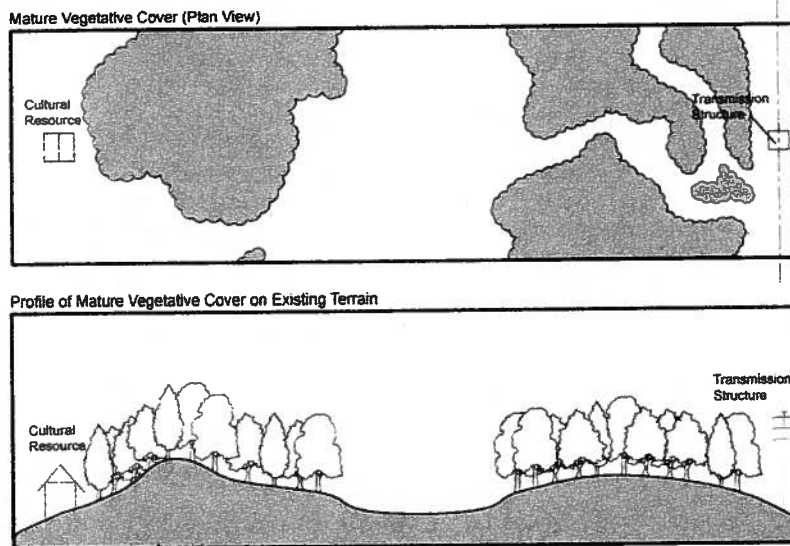
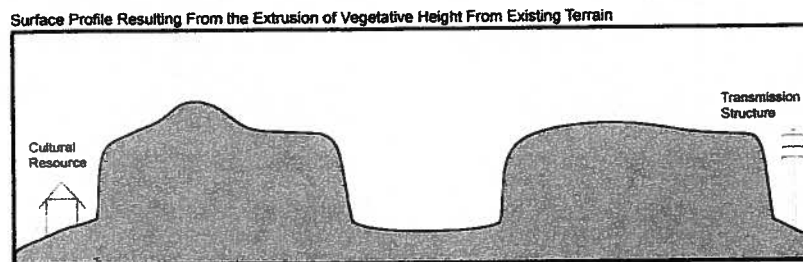


Figure 4: Resulting Surface (combined effects of topography and vegetation)



III. GRAPHIC EXPLANATION OF VIEW ANALYSIS PROFILES

Figure 5: Profile Graph Example (refer to legend following Figure 6)

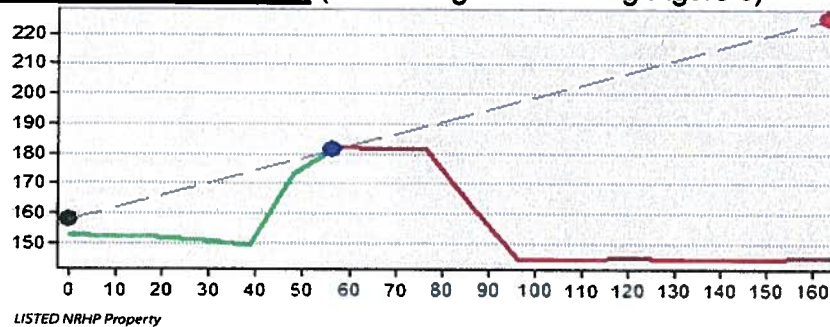
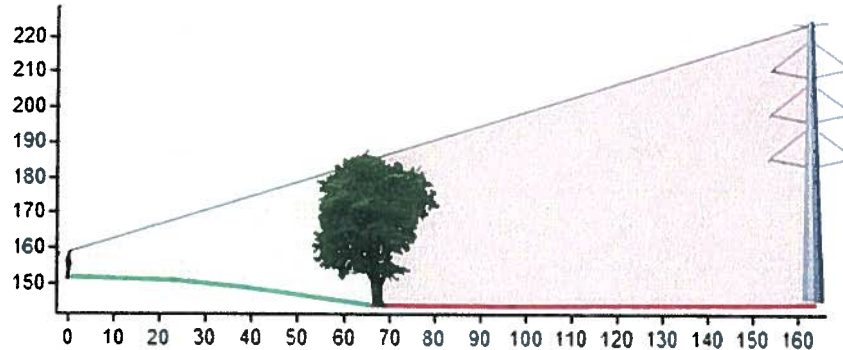








Figure 6: Profile Graph Example (Visualization)



Legend

-  Probable Visible Terrain
-  Probable Not Visible Terrain
-  Viewpoint at the Resource
-  Screening Element (Terrain or Vegetation) on the Line-of-Sight From the Viewpoint to the Top of Line Structure
-  Top of Line Structure Seen
-  Top of Line Structure Not Seen

IV. STUDY AREA MAPPING INCLUDING HISTORIC RESOURCE LOCATIONS

Figure 7 shows the project location, including the study area that extends outward 2 kilometers from the proposed Lyles-Saluda River-Lake Murray 230 kV Line, over United States Geological Survey topographic mapping. Overlaid on the mapping are the locations of the historic resources that are evaluated in this report. Figures 8, 9 and 10 are enlarged segments of mapping showing the locations of the historic resources in relation to area roads, railroads, county boundaries and major water bodies.

Figure 7: Historic Resource Vicinity Map

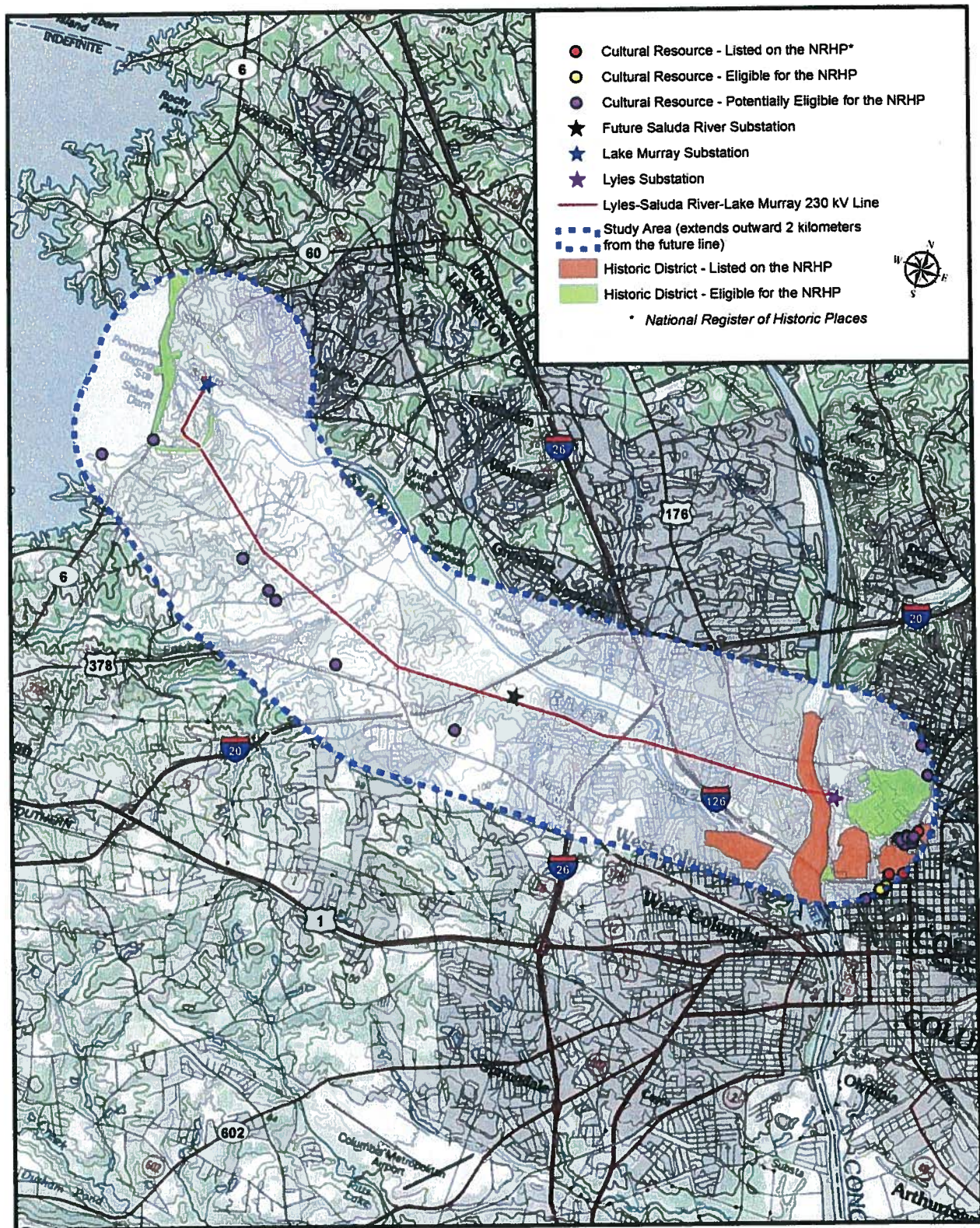


Figure 8: Historic Resource Vicinity Map - Area 1

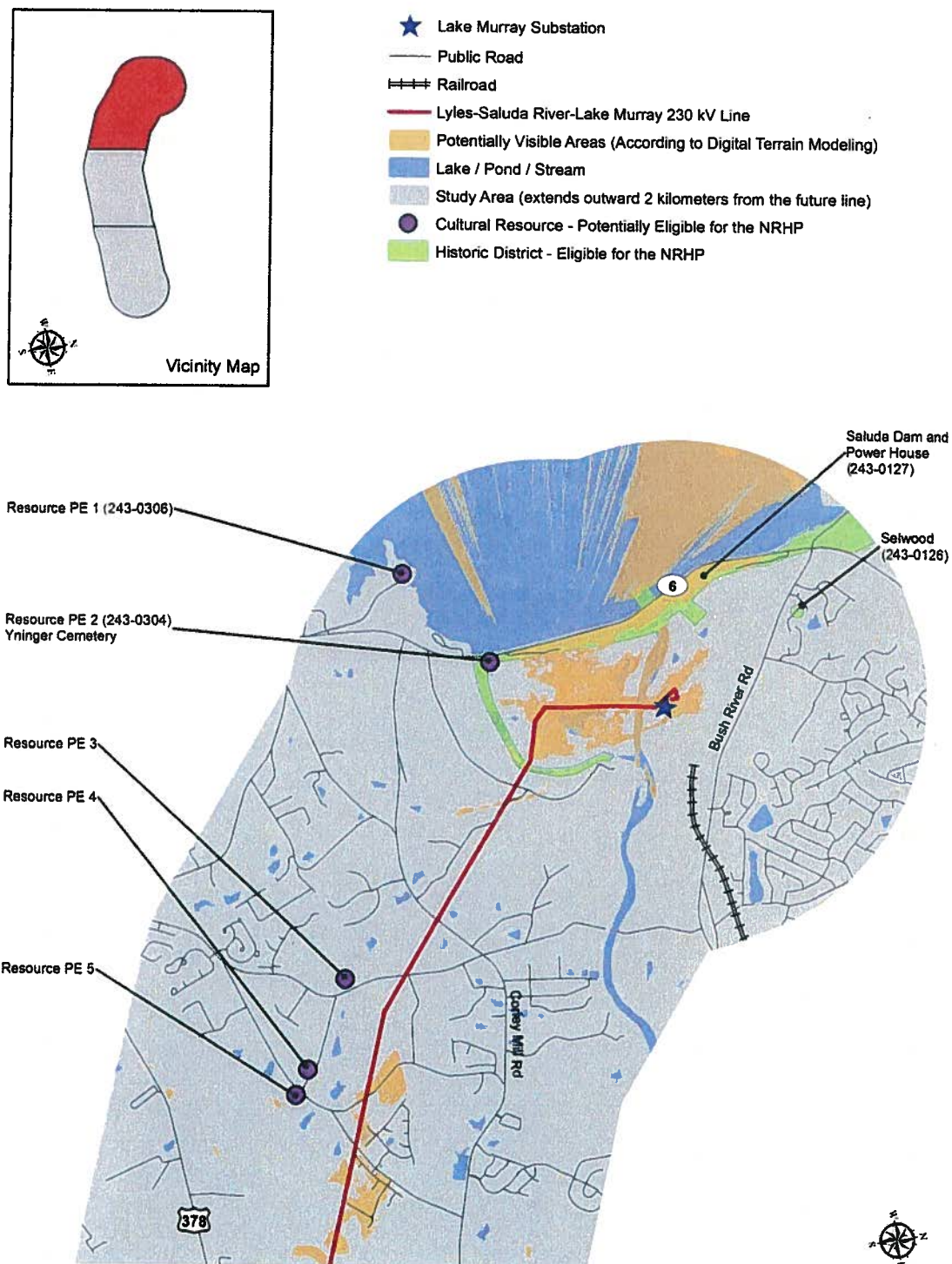


Figure 9: Historic Resource Vicinity Map - Area 2

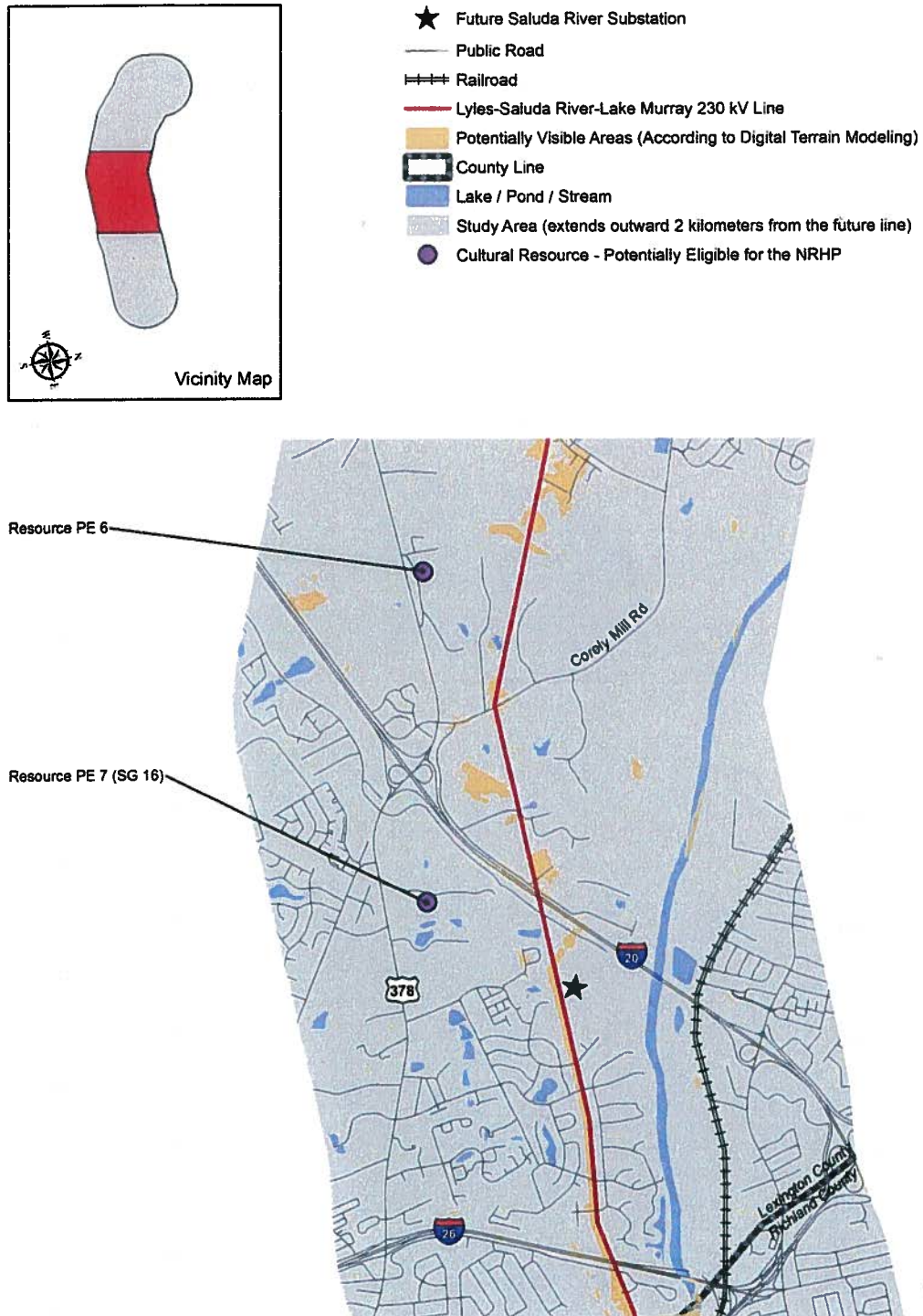
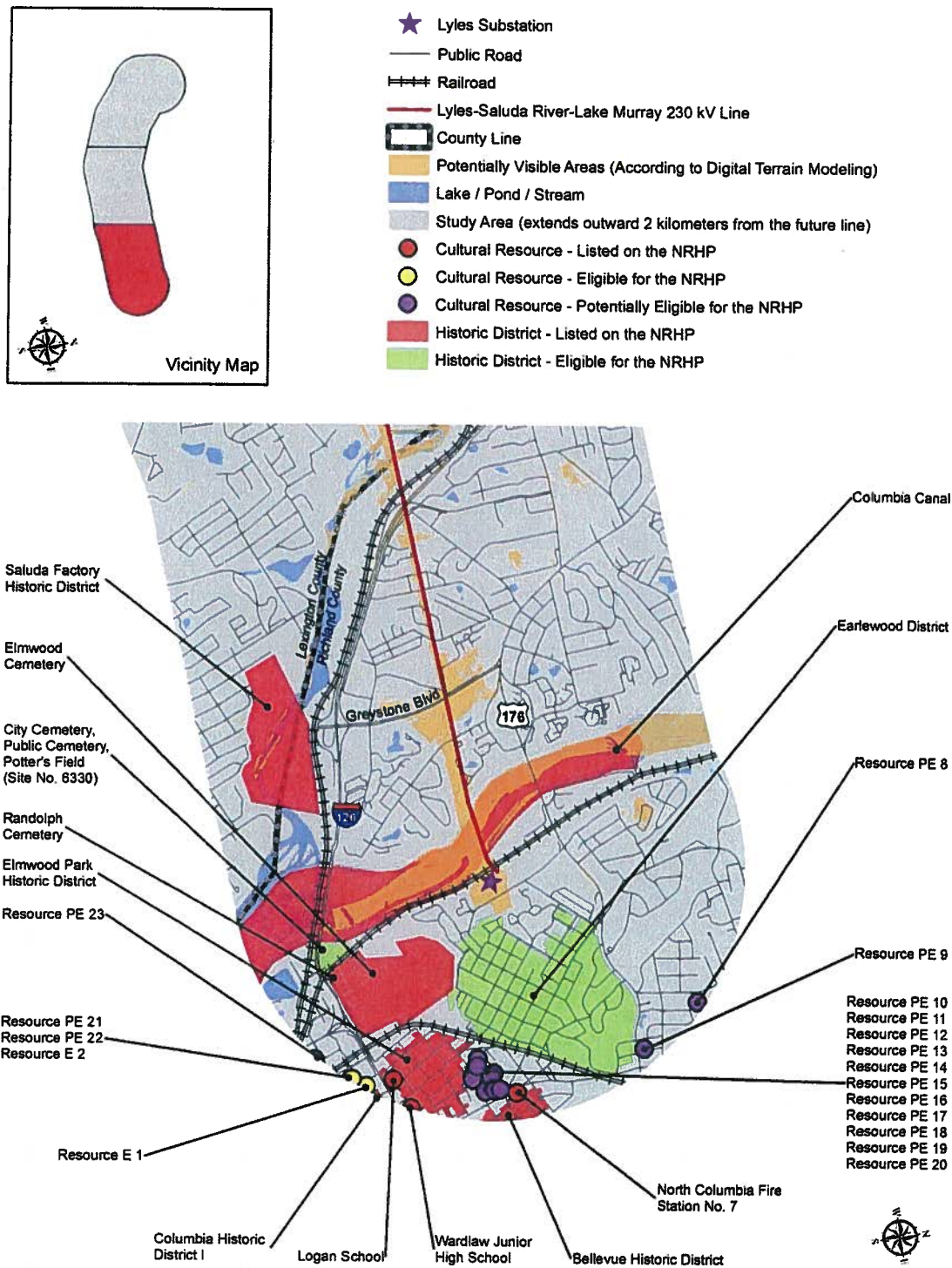


Figure 10: Historic Resource Vicinity Map - Area 3



V. NRHP LISTED SITES

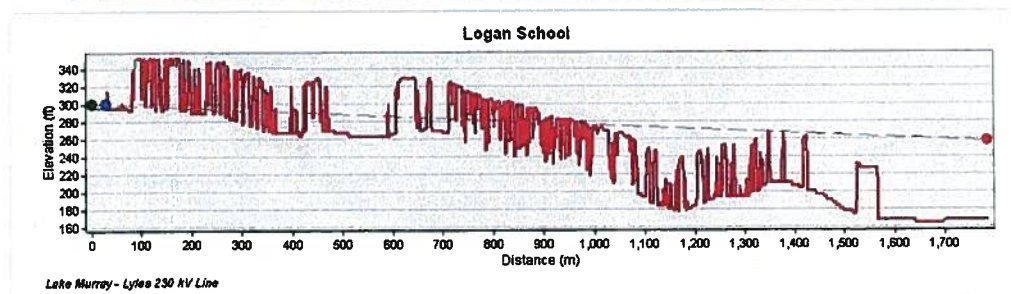
Historic Site: Logan School

Description: Named for Charles Mercer Logan who, in 1904, gave four acres of land and \$40,000 to the City of Columbia to use for a school; Logan School was erected in 1913 and enlarged according to the architect's original plans in 1915. In 1918, Logan had 925 students, the largest student body of the six Columbia schools. Designed by Wilson and Sompayrac, a Columbia firm, the three-story brick building was described as "Italian Renaissance" in a contemporary account by the architect, Charles C. Wilson. The school represents a good example of a well-built early 20th century institutional building. The symmetrical façade features design motifs from earlier architectural periods. Façade material is red brick ornamented with colored tile. The belt-course, cornice and copings are of limestone. A centrally located main entrance is flanked by limestone three quarter round columns and surmounted by a limestone arch containing the seal of the city in white marble. In plan, classrooms surround two open courtyards with an auditorium between the two. The site of the school is significant, having been part of a larger tract used for the State Fair Grounds from 1859 until 1903. Listed in the National Register March 2, 1979 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 1.11 miles / 1.78 kilometers

Field Visit & Analysis: Due to heavy mid-ground screening and distance the proposed line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

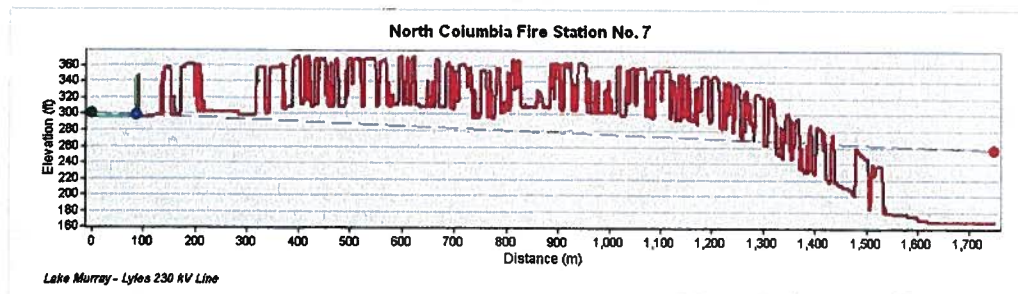
Historic Site: North Columbia Fire Station No. 7

Description: The North Columbia Fire Station No. 7, built in 1948, is significant as an excellent example of the transition between the Art Moderne and International styles and also as a design of Heyward S. Singley, a prominent twentieth-century South Carolina architect well known for designing many public buildings across the state from the 1930s to the 1950s. The fire station was designed in 1947 and constructed by the Crosland Construction Company in 1948 at a cost of \$62,000. The 1948 annual report of the City of Columbia Fire Department described it as "completely fire resistant. It is two-story, brick, metal window frames, steel roofing supports, forced air heat, 12-bed dormitory with no separate officers' sleeping quarters, supply room, alarm room, recreation room, bathing, sanitation, and kitchen facilities. Three companies can be accommodated." The building is an artful, high-style example of the transition and overlap between the Art Moderne and the International style. The flat roof, clean lines, and spare detail are representative of the International style. The horizontal and lateral banding is characteristic of both styles, but the positioning of the ribbon windows at the corners seems particularly reminiscent of a machine, such as the bridge of a ship, and so satisfied a trademark of the Art Moderne style. Listed in the National Register June 1, 2005 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 1.09 miles / 1.75 kilometers

Field Visit & Analysis: Due to heavy mid-ground screening and distance the proposed line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

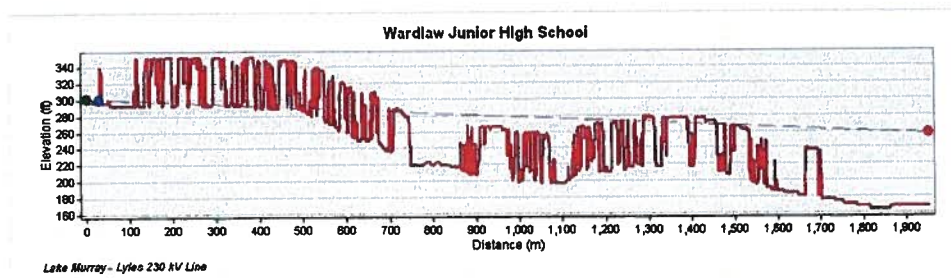
Historic Site: Wardlaw Junior High School

Description: (Wardlaw Middle School) Begun in December of 1926 and completed in September of 1927, Wardlaw's significance lies in the fact that it was the first junior high school building in the state. In addition, its design by J. B. Urquhart is a good example of a 1920's collegiate Gothic building. The grounds, formerly a farm that was a part of a plantation, are accented by large magnolias. Built during the superintendentship of Dr. William Harvey Hand, construction cost of the school was \$220,000. The school was named for Dr. Patterson Wardlaw, one of the foremost educators of the South, at the time, a member of the faculty of the University of South Carolina. Before Wardlaw was built, schools in South Carolina were organized into elementary schools, grades 1-7, and high schools, grades 8-11. It is a three-story brick structure built in a rectangular plan with a central courtyard. The entrance is accented by a pointed arch and Gothic window tracery above the doors. The flanking buttresses are infilled with an engraved panel bearing the name of the school, nine-over-nine double-hung windows, and a blind arcade with diapering brickwork at the terminus. The remainder of the façade is highlighted by a cast stone belt course and a series of decorative stone panels beneath the three unit groupings of windows on the third floor. Projecting one-story porches serve as ground floor entrances around the building. Listed in the National Register September 13, 1984 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 1.21 miles / 1.95 kilometers

Field Visit & Analysis: Due to heavy mid-ground screening and distance the proposed line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

VI. NRHP LISTED DISTRICTS

Historic Site: Saluda Factory Historic District

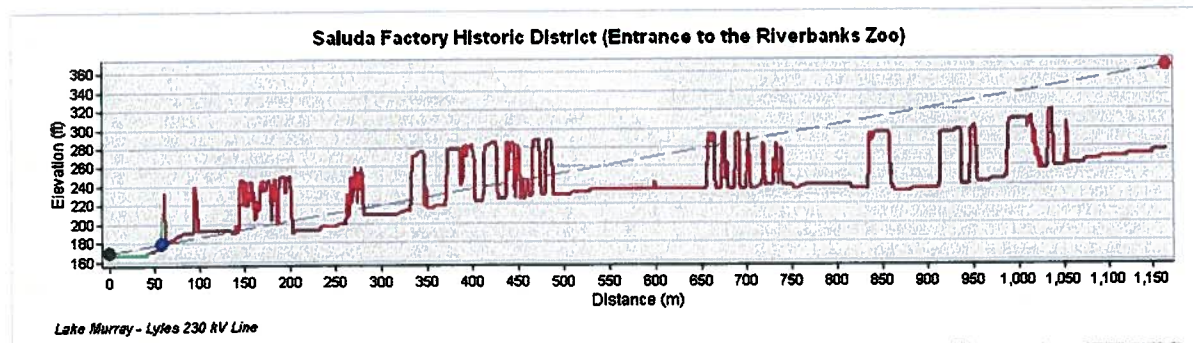
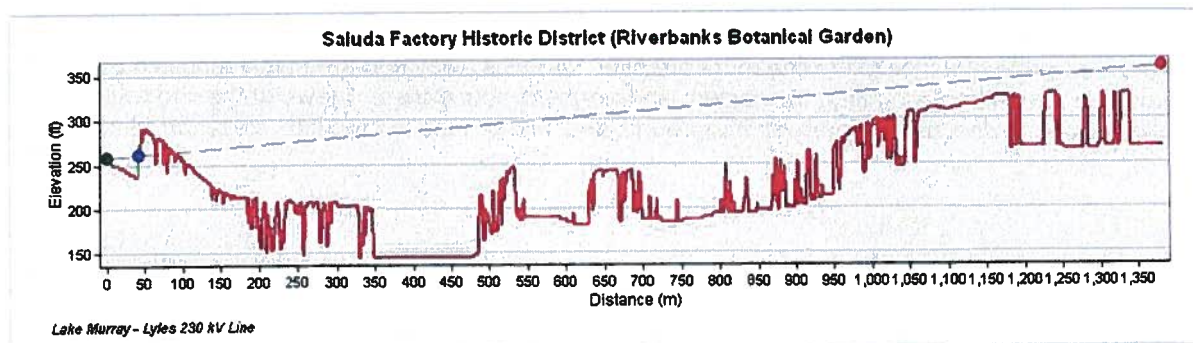
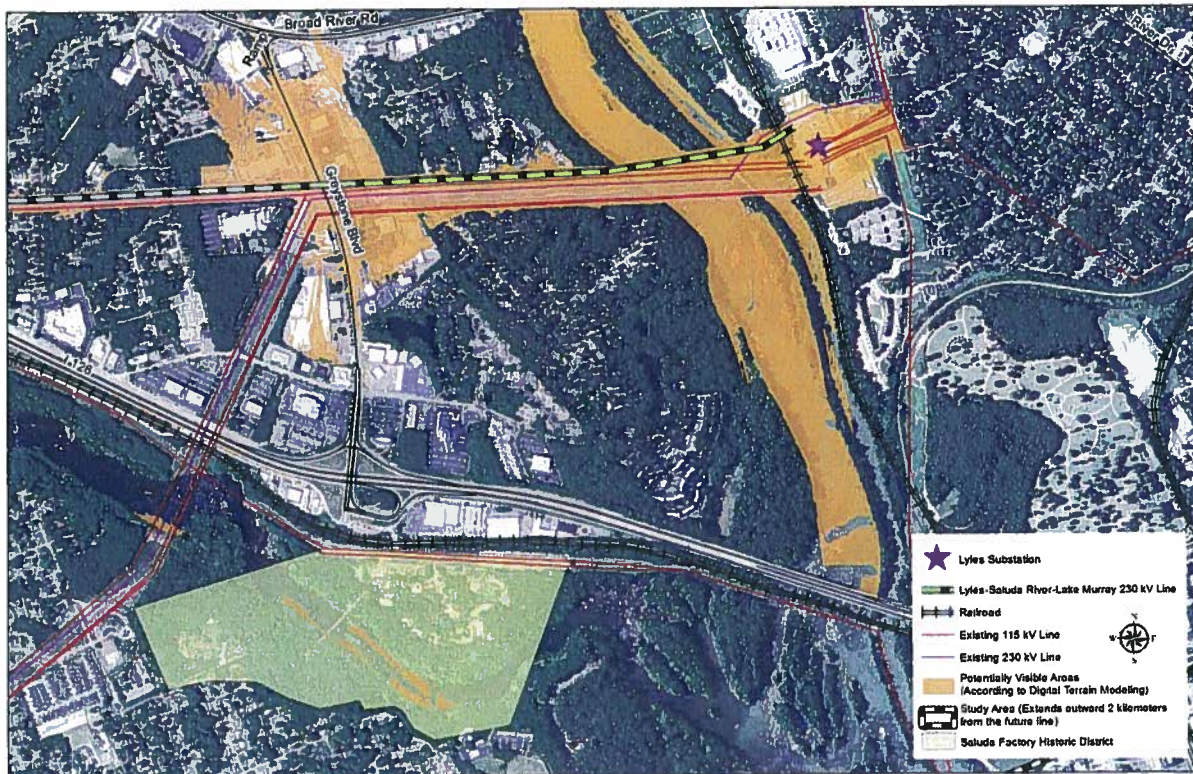
Description: The sites of Saluda Factory, Camp Sorghum and old State Road are principal parts of a section that is linked together geographically and historically, its significance including industry, commerce, military and transportation. The Saluda Factory Ruins are part of the early history of textile manufacturing. Begun in 1834, this factory was among the first textile firms in the state and as such was opposed by a number of influential South Carolinians who preferred a wealthy agrarian society. The factory was burned in 1865 by General Howard's column of Sherman's army. After the Civil War a wooden factory three stories high was built on the original granite foundation. This building burned on August 2, 1884 and was never rebuilt. All that remains are the granite foundations which give a clear outline of the building's dimensions and the granite sluices used for diverting water to power the mill. The site of Camp Sorghum was one of a handful of Confederate prison camps. 1300 Northern soldiers were confined there from the autumn of 1864 to February 1865, when news of Sherman's approach prompted the Confederates to transfer the prisoners to an enclosed yard adjacent to the insane asylum in Columbia. When it became obvious that Columbia would be forced to surrender, the prisoners were moved north to Charlotte, NC. The old State Road which bounded Saluda Factory and Camp Sorghum on the east was originally the Cherokee path. In 1820 the Board of Public Works designated this road the State Road and thereby perpetuated one of the oldest and most traveled routes in the development of the South Carolina upcountry. Listed in the National Register May 25, 1973 (Description from the South Carolina Department of Archives and History). The Saluda Factory Historic District is now encompassed and protected by the Riverbanks Zoo and Garden.

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 0.70 miles / 1.13 kilometers

Field Visit & Analysis: The Saluda Factory Historic District is located in an area of low elevation on both banks of the Saluda River with limited views out due to heavy forest cover. Digital viewshed modeling showed that portions of the district within the waters of the Saluda River will have potential views of the line route. However, the views in the direction of the line route are over 1.6 miles away and are highly modified by existing high voltage transmission that run along its western and northern boundaries. Views of the line route, if any, will be negligible due to the high degree of foreground and mid-ground screening, elevation change, and distance.





Conclusion Based on the Visual Impact Assessment and Field Visit: Views, if any, will not be evident to casual viewers.

Historic Site: Columbia Canal

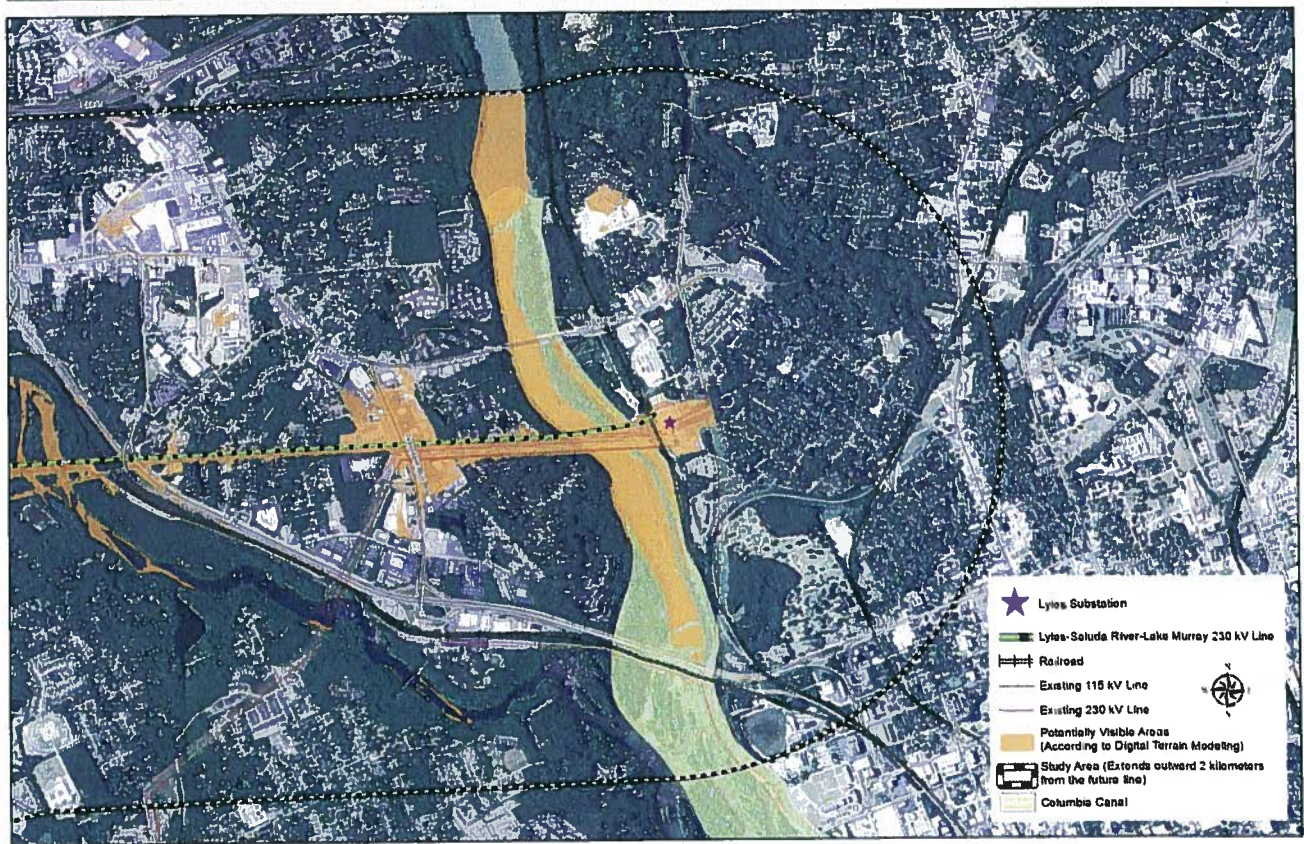
Description: The Columbia Canal has played an important role in the commercial and industrial development of Columbia. Historically significant for its influence on the city's growth, the Columbia Canal is also a notable example of the engineering expertise of the nineteenth century. Completed in 1824, the canal was designed to enable the navigation of the Broad and Congaree Rivers at their confluence in Columbia. It was part of the state-sponsored system of internal improvements designed to create inexpensive and efficient transportation facilities across South Carolina. Although its importance as a means of transportation significantly decreased after the arrival of the railroad in Columbia in 1842, the canal continued to be used for local commerce and provided water power for small industries. The Columbia Canal was the only canal project in the state that remained in use after the advent of the railroad. During the Civil War a portion of the canal was leased to the Confederate government. After the War, the canal passed through several owners before reverting to the state. In 1888, as part of the post-Civil War movement to industrialize the South, the State of South Carolina decided to enlarge the canal as a means of providing a power source to aid in the industrial development of Columbia. The enlarged canal was completed in 1891. The canal subsequently served as an impetus to the establishment of mills and factories in Columbia, thereby playing an important role in the growth of the city. In addition, the Columbia Canal was the site of one of the first power houses in the nation to utilize hydroelectric power to drive a large textile mill. Since its completion in 1891 the Columbia Canal has continuously served as a major power source for the city of Columbia. Listed in the National Register January 15, 1979 (Description from the South Carolina Department of Archives and History).

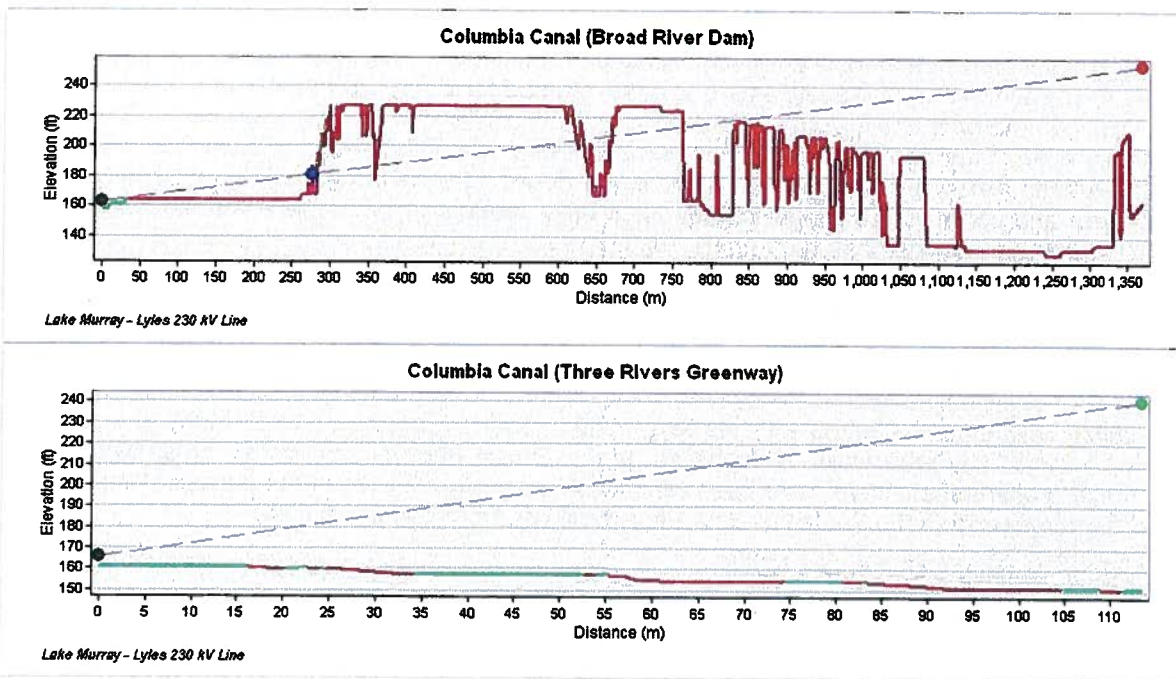
Current NRHP Status: Listed on the NRHP

Distance from Line Route: Line route crosses resource

Field Visit & Analysis: First created to provide efficient means of transportation and hydroelectric power for the cities of Columbia, West Columbia, and Cayce, the Columbia Canal has recently provided a framework for establishing scenic outdoor recreation areas. Recreation on the Columbia Canal includes running and biking on the Three Rivers Greenway, as well as fishing and kayaking on the two parallel rivers. This resource provides a sense of visual relief from the contrasting urban landscape of the adjacent cities. While the Columbia Canal has largely been transformed into a public park, the historical integrity lies with the industrial character of electric producing facilities, which are inherently associated with high voltage transmission infrastructure. The proposed line route will be utilizing existing right-of-way occupied by a number of transmission lines. Digital viewshed modeling shows that large portions of the district will have potential views of the line route, most of which are from the waters themselves. Potential views from the waters, if any, should not be discounted due its use for recreation.







Conclusion Based on the Visual Impact Assessment and Field Visit: The line will be visible from an approximate 1,500' linear segment of the resource, primarily viewable from the Three Rivers Greenway in the vicinity of the existing 300' wide right-of-way where multiple existing transmission lines cross the Columbia Canal and Broad River. Due to the replacement of an existing double-circuit 115 kV line with a new double circuit 230 kV line on single-steel poles, no change in the visual quality or historic integrity of the Columbia Canal is expected.

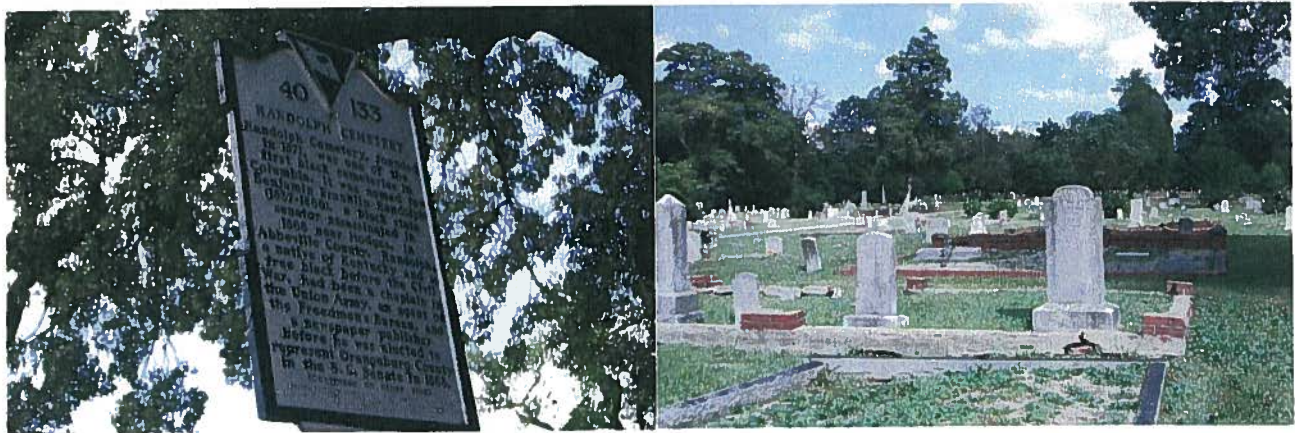
Historic Site: Randolph Cemetery

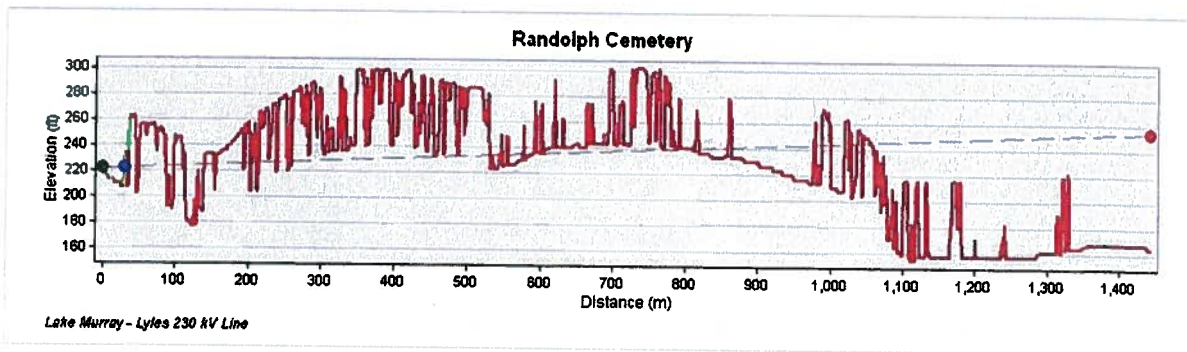
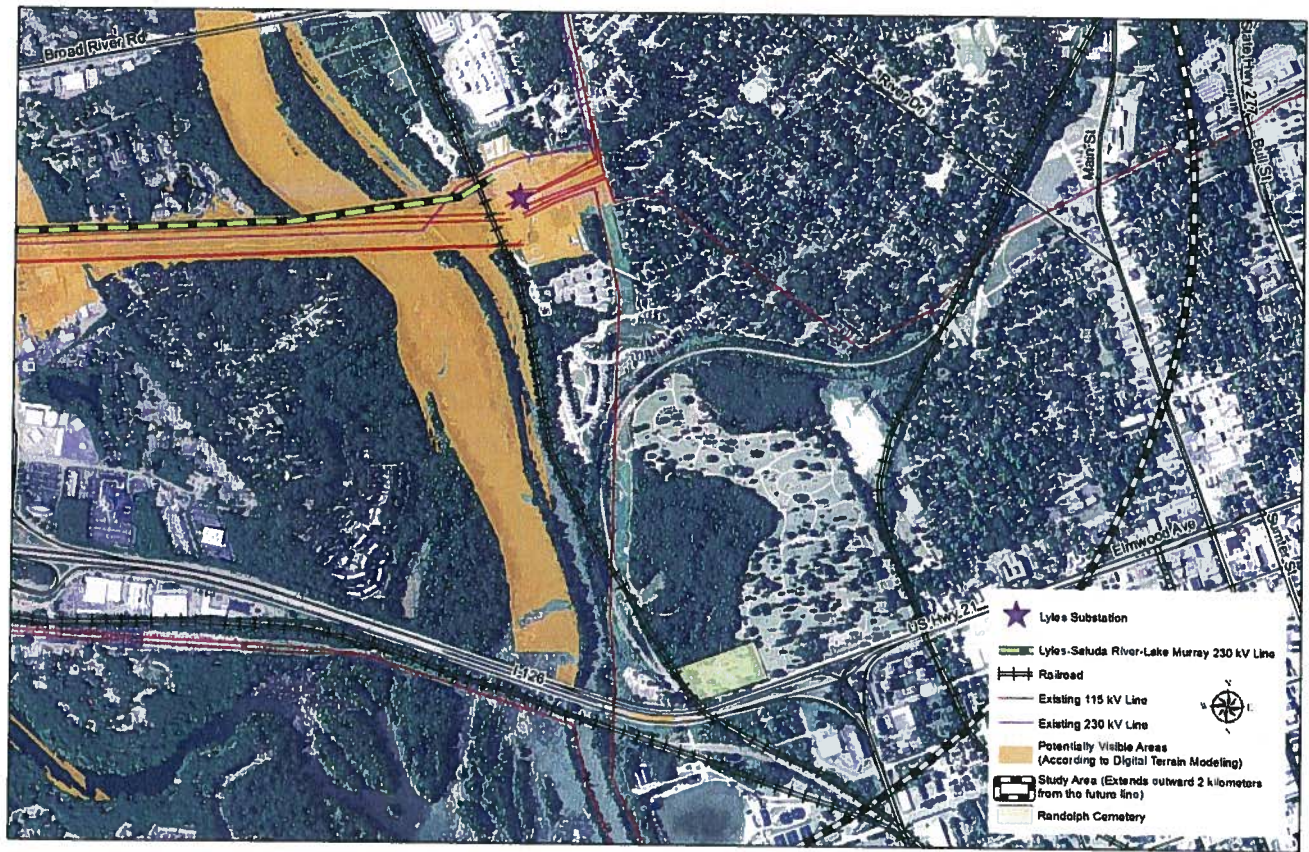
Description: Randolph Cemetery is an African American cemetery in Columbia established by the Randolph Cemetery Association in 1872 and expanded in 1899. Named for Benjamin Franklin Randolph (d. 1868), an African American member of the South Carolina State Senate who was assassinated during Reconstruction, the cemetery reflects the political turmoil of the period when it was established. It is the final resting place of eight other African American leaders who served in the South Carolina Senate or House of Representatives during the era and contains the graves of numerous other leaders of Columbia's late nineteenth and early twentieth century African American community. Randolph Cemetery is also a fine example of a late nineteenth century and early twentieth century vernacular cemetery, for its markers and landscape illustrate the burial customs of Columbia's African American community during this period. Gravemarker types and materials are varied. Manufactured gravemarkers include aluminum mortuary markers, bronze or stone tablets, granite or marble obelisks, brick crypts, granite headstones and footstones, ledgers, and table-top stones. Homemade gravemarkers include such elements as concrete blocks, ceramic bathroom tiles, piles of bricks, and concrete tablets crudely inscribed or marked with marking pens or stick-on mailbox letters. Many graves are within enclosures such as low brick walls, wrought iron fences, short white picket fences, or white metal garden fences. Some gravemarkers have been lost to vandalism or neglect. Listed in the National Register January 20, 1995 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 0.87 miles / 1.39 kilometers

Field Visit & Analysis: Due to heavy mid-ground screening, distance, and topography the proposed line route will not be visible.





Conclusion Based on the Visual Impact Assessment and Field Visit: No view

Historic Site: Elmwood Cemetery

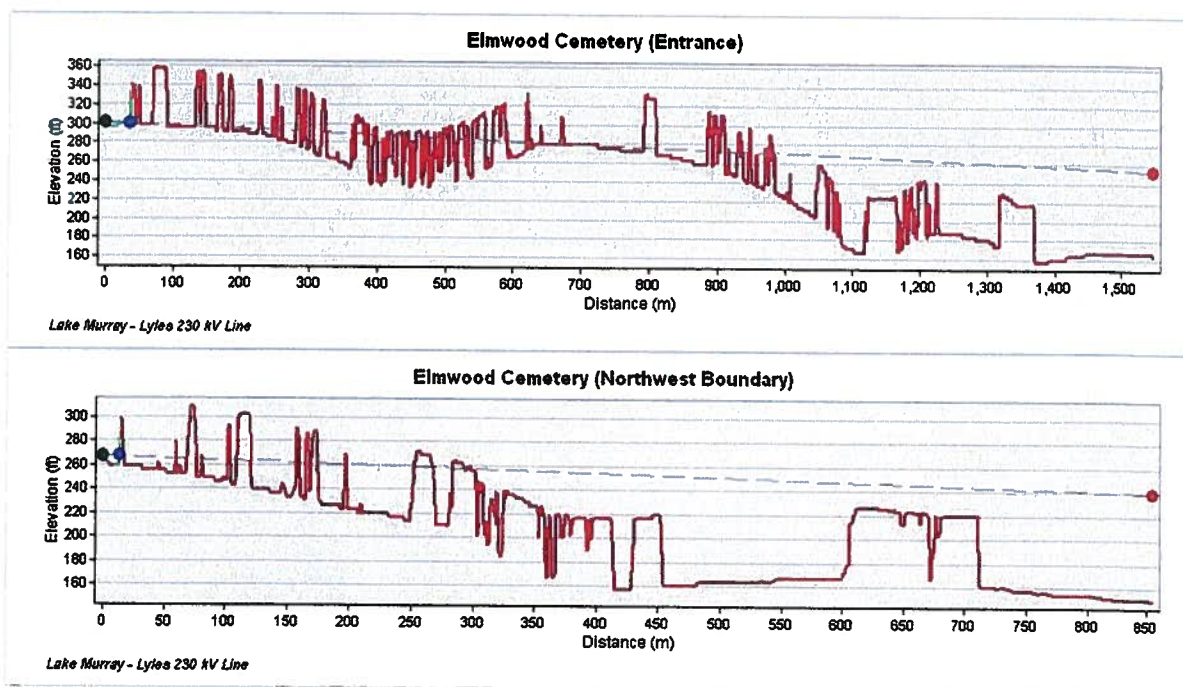
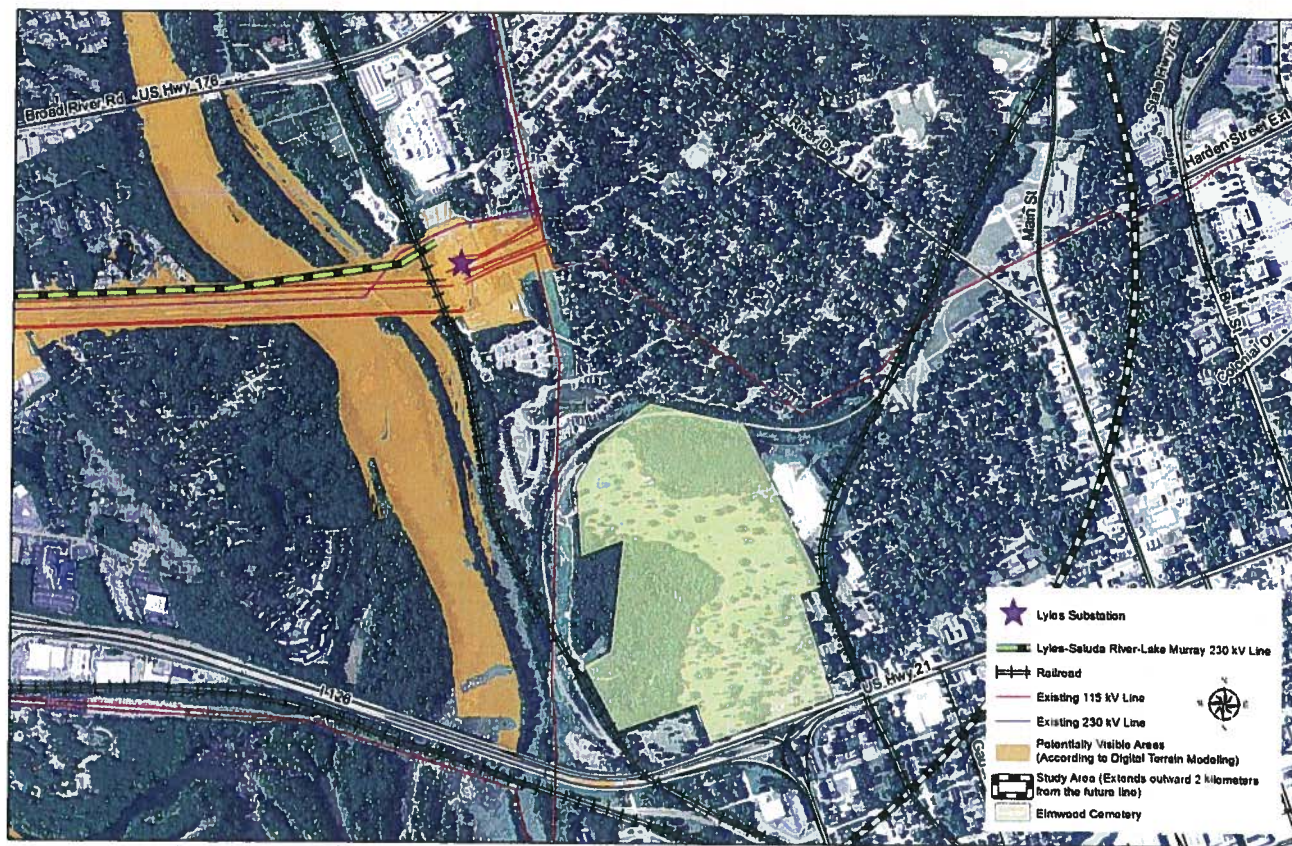
Description: Elmwood Cemetery is a 168.46-acre cemetery in Columbia established in 1854. Elmwood Cemetery is a good representation of the principles of the aesthetic traditions of both the rural and lawn-park cemetery movements in its plan, landscaping and gravemarkers. Gravemarkers are varied, including flush stones, tablets, headstones, mausoleums, ledgers, and obelisks. The “old cemetery” or southern section of Elmwood Cemetery is an example of a “rural cemetery.” The intent was to create a picturesque landscape. Elmwood soon became the fashionable place for Columbians to be buried. By 1921 the cemetery had become overgrown, and seemed out of step with current burial customs. The trustees of Elmwood Cemetery recommended the opening of a “new cemetery” or “lawn-park cemetery” section. The old section is visually distinct from the newer northern section. The former is more heavily wooded and with larger gravemarkers. It also includes an area devoted to Confederate dead, taking on the appearance of a military cemetery. Elmwood Cemetery is a designed landscape. Cultural features include a drive, fencing, buildings, a rostrum, a wrought iron archway, and markers. Listed in the National Register September 6, 1996 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 0.40 miles / 0.64 kilometers

Field Visit & Analysis: Contrary to the digital view model, which displays all visual obstructions as generic and opaque forms, the existing transmission structures could be seen from the northwest boundary of the cemetery through an existing transmission structure in the foreground and across a residential neighborhood in the mid-ground. However, the line route is so inferior to the surrounding landscape that it will only be seen by a viewer informed of its precise location.





Conclusion Based on the Visual Impact Assessment and Field Visit: Line route will not be visible to casual viewers.

Historic Site: Elmwood Park Historic District

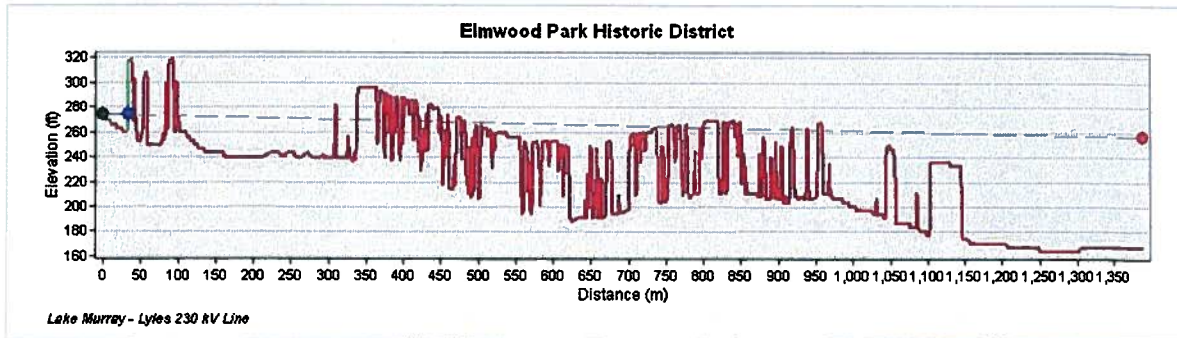
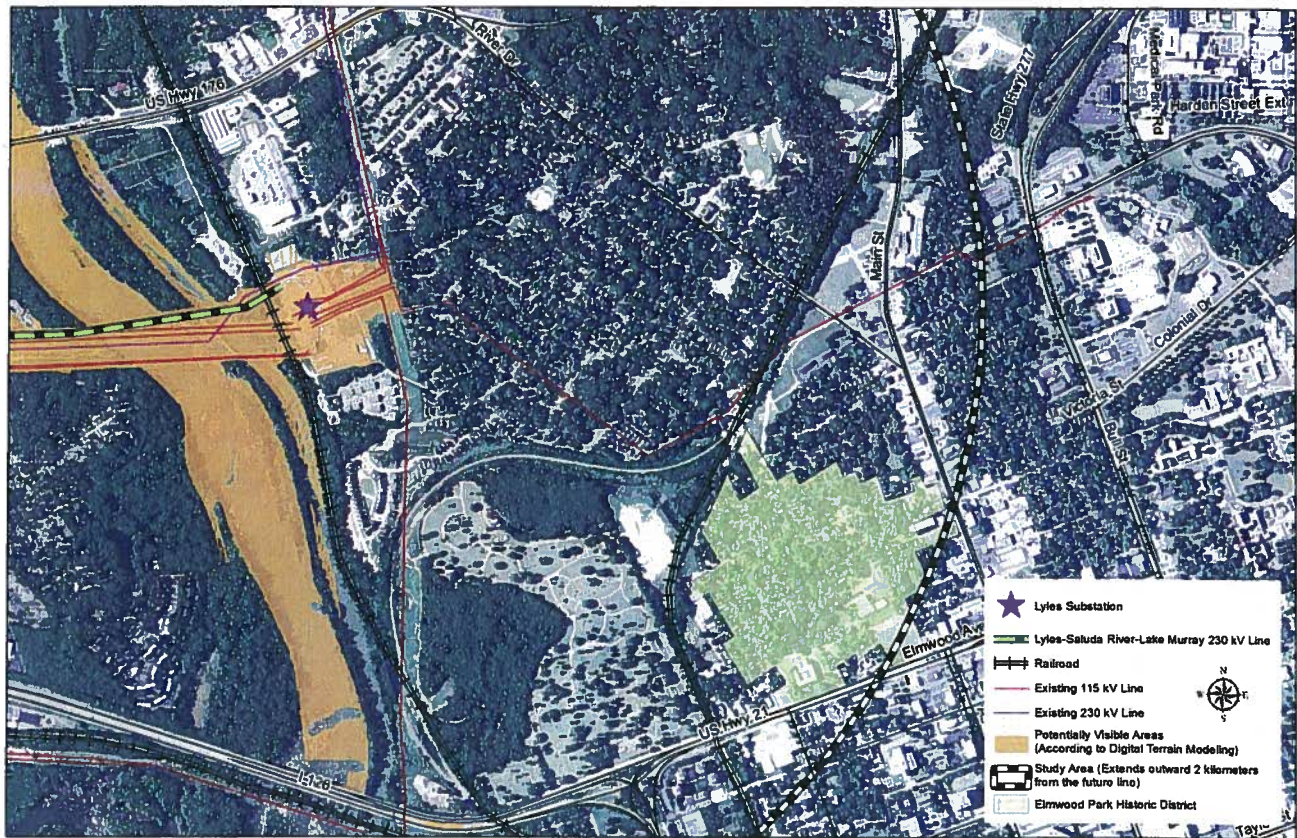
Description: Elmwood Park Historic District is a turn-of-the-century suburb developed at a time of major suburban growth in the Columbia area. The district is a collection of 279 primarily residential properties, 219 of which are considered contributing. The district's resources date from the turn of the twentieth century to 1940. Elmwood Park's southern boundary, Elmwood Avenue, was the northern border of the city of Columbia. There had been scattered settlement in the area since at least 1872, but no planned suburban growth until 1891 when the first part of the neighborhood was platted on land off Main Street. The bulk of what would become Elmwood Park was used as a fairgrounds until 1903. The area developed rapidly as land became available. Many of the houses in the suburb typify the trend in architecture away from elaborate styles and toward "the comfortable house." Styles range from the numerous Queen Anne, Four-Square, and gable-front houses, to a few Colonial Revival houses. One-story structures are predominantly Craftsman influenced. Brick bungalows are evident as infill from the 1920s and 1930s. There are also a number of shotgun houses in the earliest developed part of the neighborhood. Two neighborhood schools in the district are typical of school design of the day, being monumental in scale. Logan School is the work of well-known local architect, J. Carroll Johnson, chief draftsman for Wilson & Sompayrac. James Burwell Urquhart, another prominent Columbia architect, designed Wardlaw Junior High School. As a nearly intact suburb, Elmwood Park illustrates the shift in Columbia, and nationwide, to the suburbs. Listed in the National Register May 3, 1991; Boundary increase May 13, 2002 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 1.06 miles / 1.29 kilometers

Field Visit & Analysis: Heavy foreground screening; line route will not be visible.





Conclusion Based on the Visual Impact Assessment and Field Visit: No view

Historic Site: Columbia Historic District I

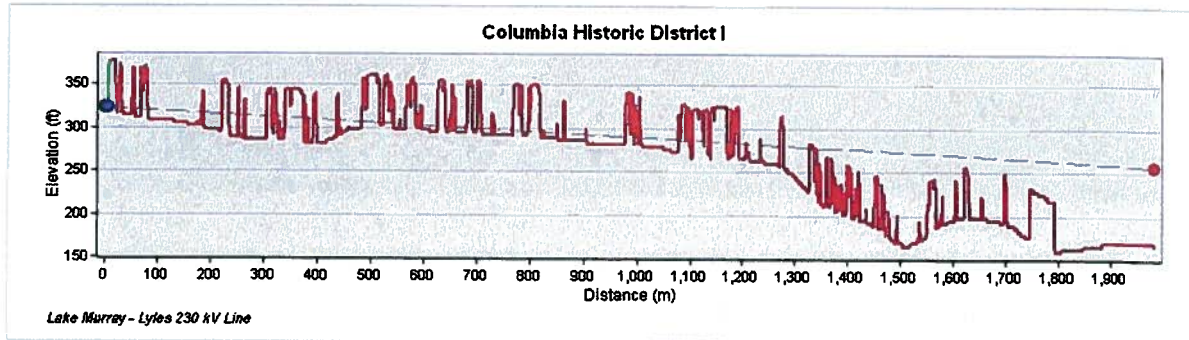
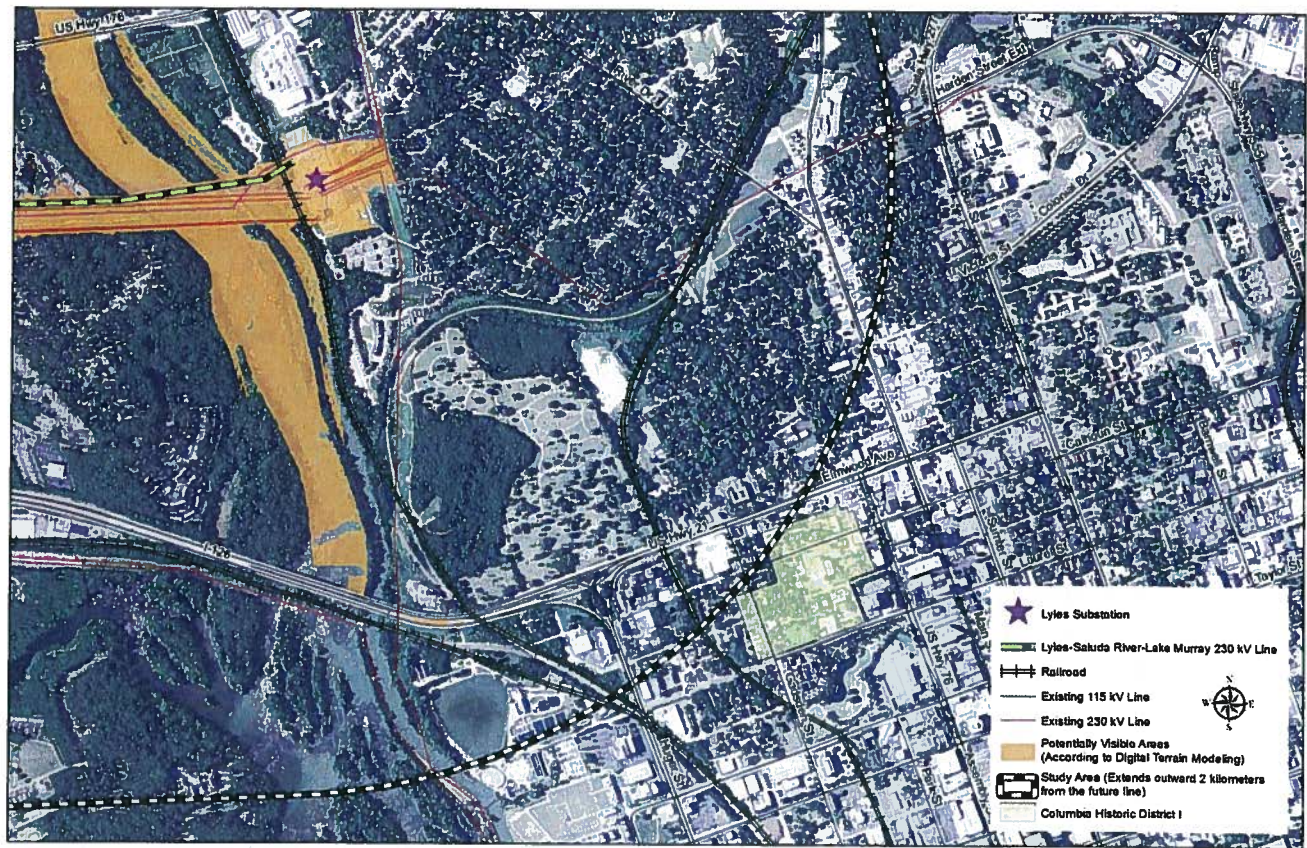
Description: The area of the Columbia Historic District I was established as a result of Columbia's development into a center of government and trade between the upper and lower parts of the state. Also known as Arsenal Hill, the area was a complex of fine mansions and attractive homes built before the Civil War. The district is politically significant as a center of state and nationally related affairs with the Governor's Mansion as the focal point. It is architecturally significant for the variety of architectural styles indicative or unique to the area such as Greek Revival, Italianate, Classical Revival, and the "Columbia Cottage." Noteworthy landscape architecture in the district includes the Caldwell-Hampton-Boylston House gardens, a significant example of evolving garden planning from the time the house was built ca. 1830 through its development formally in the 1890s to the present. Arsenal Hill has retained stately tree-lined streets and a number of its original homes. Listed in the National Register May 6, 1971 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 1.18 miles / 1.90 kilometers

Field Visit & Analysis: Heavy foreground screening; line route will not be visible.





Conclusion Based on the Visual Impact Assessment and Field Visit: No view

Historic Site: Bellevue Historic District

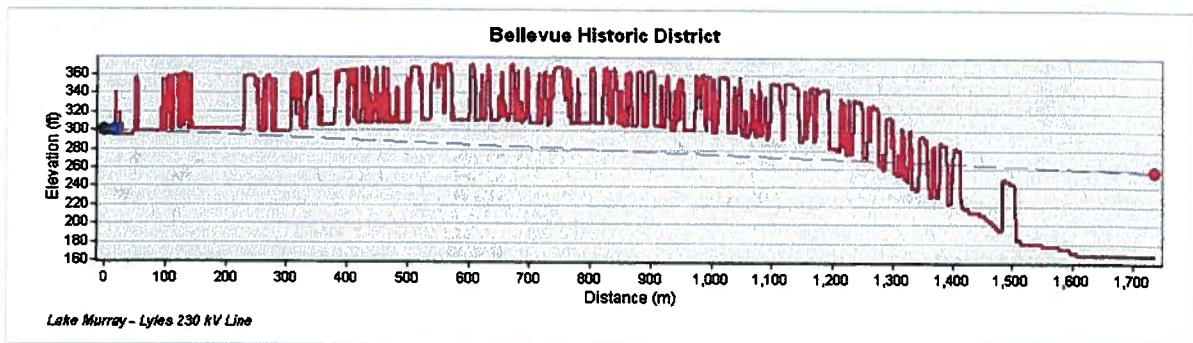
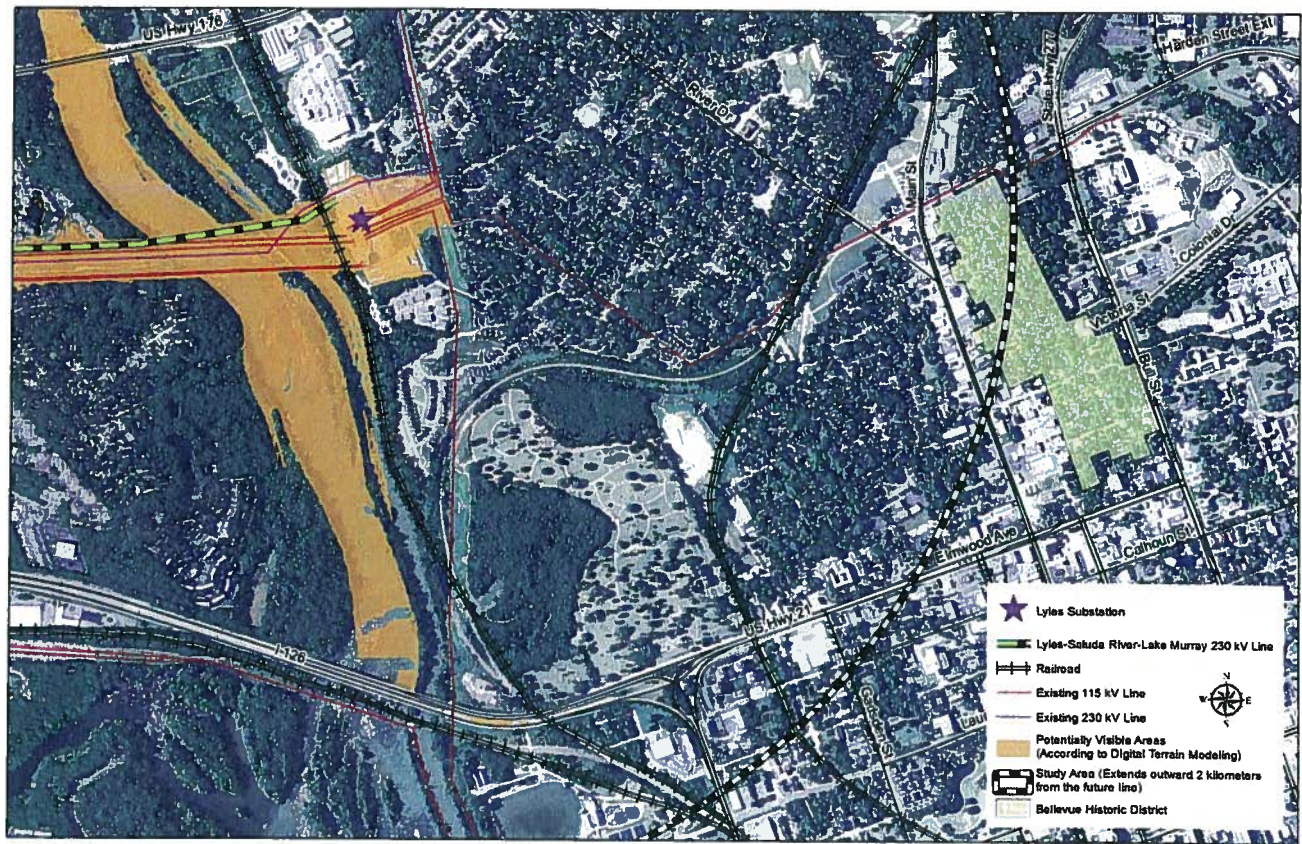
Description: The Bellevue Historic District is significant for its high concentration of intact examples of early twentieth-century residential architecture placed among intact historic streetscapes. The district is a collection of 233 residential properties, 177 of which are contributing properties. The properties date from the early twentieth century to 1945. Bellevue is an intact example of one of the earliest planned suburban residential neighborhoods in Columbia whose appearance has been largely unaltered by the passage of time. As one of the earliest suburban areas annexed into the city of Columbia, Bellevue played an important role in the early expansion of the capital city beyond its original northern boundary. Today, Bellevue is commonly known as "Cottontown," named for the cotton storage warehouses that once operated in the area. The neighborhood sits on land once owned by the Wallace family, who, in ca. 1893, sold to the state property which is now the S.C. State Hospital campus. Although several early twentieth-century house types are present, including Tudor Revival and Colonial Revival, the Craftsman/Bungalow is the most prevalent type. In general, the homes retain their historic appearance and architectural integrity. The neighborhood's streetscapes are also largely unaltered. Listed in the National Register September 30, 1997 (Description from the South Carolina Department of Archives and History).

Current NRHP Status: Listed on the NRHP

Distance from Line Route: 1.06 miles / 1.71 kilometers

Field Visit & Analysis: Heavy foreground screening and dramatic elevation change; line route will not be visible.





Conclusion Based on the Visual Impact Assessment and Field Visit: No view

VII. NRHP ELIGIBLE SITES

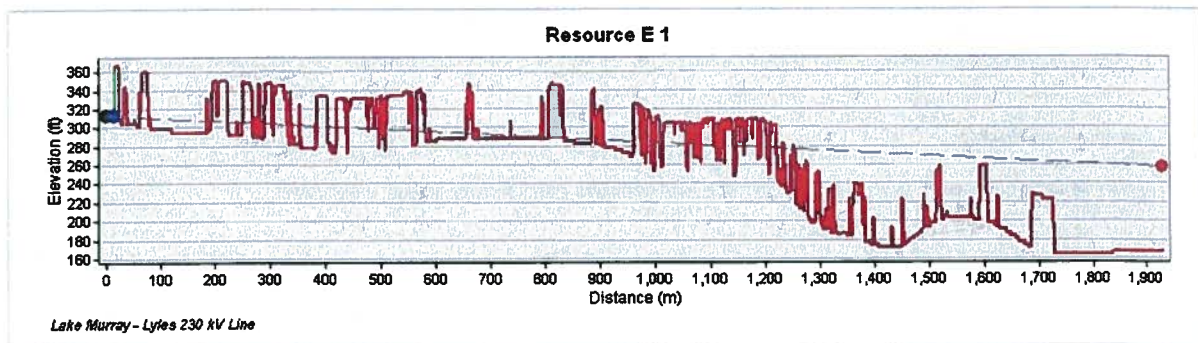
Historic Site: Resource E 1

Description: 805 Calhoun St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.20 miles / 1.93 kilometers

Field Visit & Analysis: Heavy foreground screening, long distance, and dramatic elevation change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

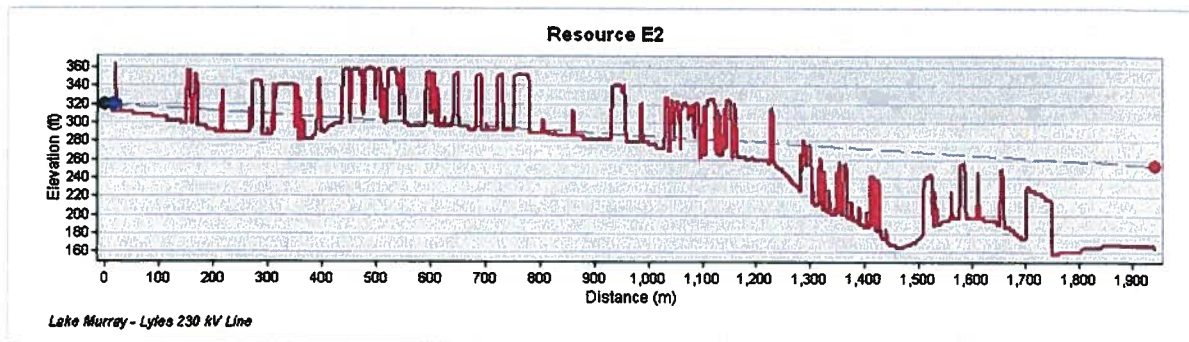
Historic Site: Resource E 2

Description: 714 Calhoun St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.20 miles / 1.94 kilometers

Field Visit & Analysis: Heavy mid-ground screening, long distance, and dramatic elevation change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

VIII. NRHP ELIGIBLE DISTRICTS

Historic Site: Selwood (243-0126)

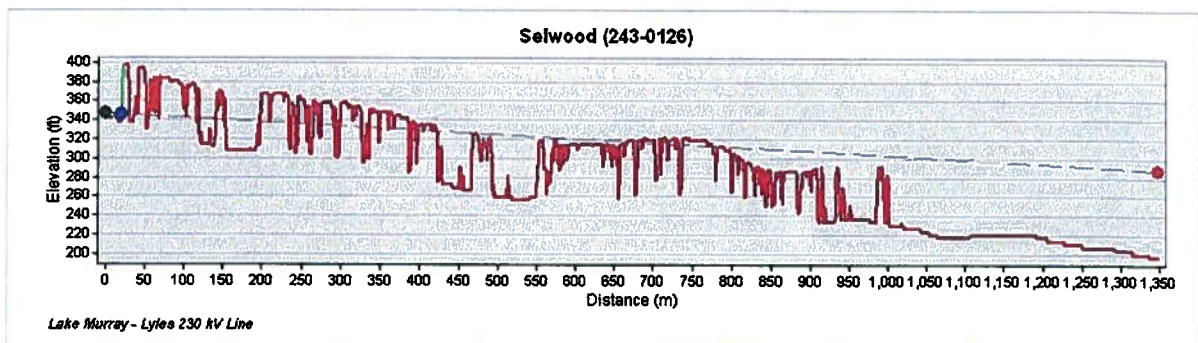
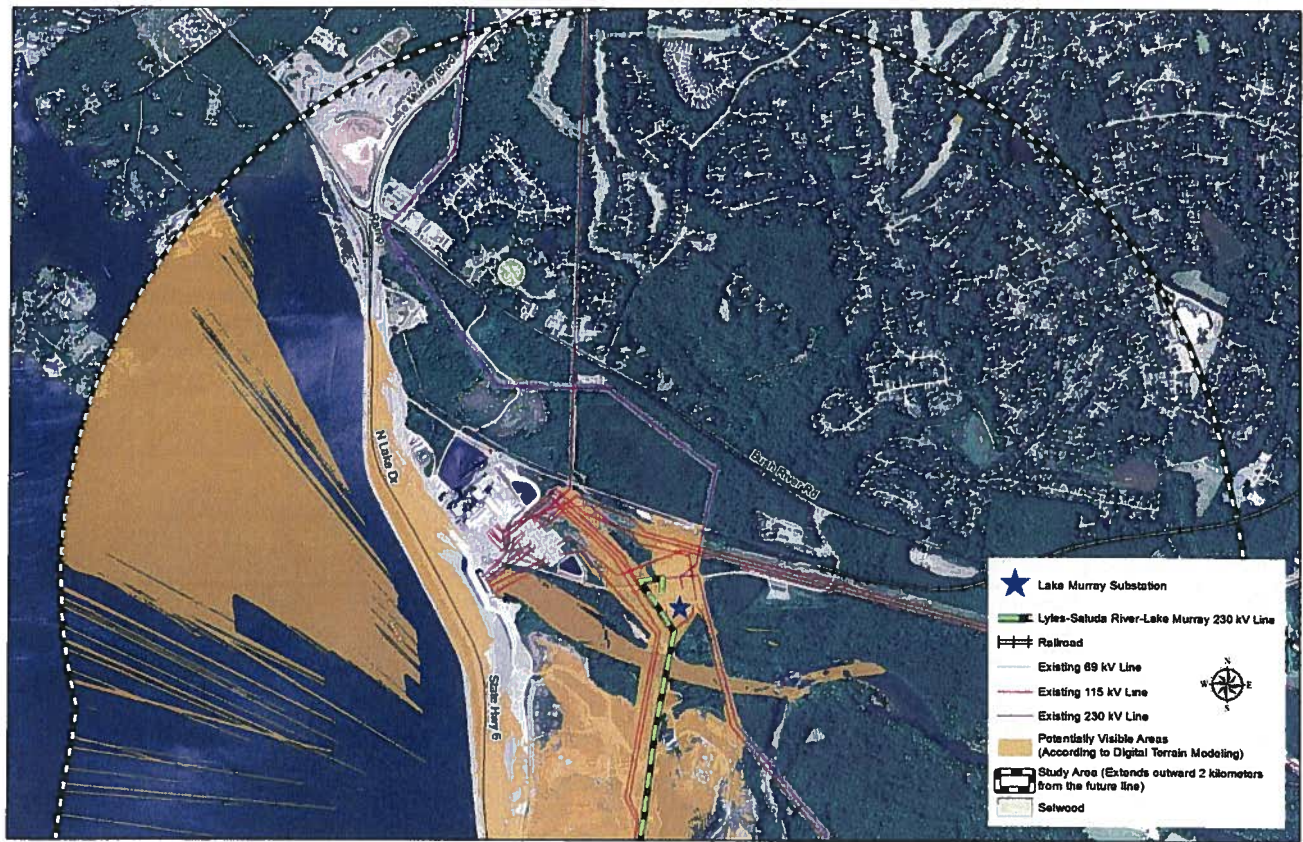
Description: Antebellum I-House with some modifications; circa 1840

Current NRHP Status: Eligible for the NRHP

Distance from Line Route: 0.80 miles / 1.28 kilometers

Field Visit & Analysis: Heavy mid-ground screening; line route will not be visible.





Conclusion Based on the Visual Impact Assessment and Field Visit: No view

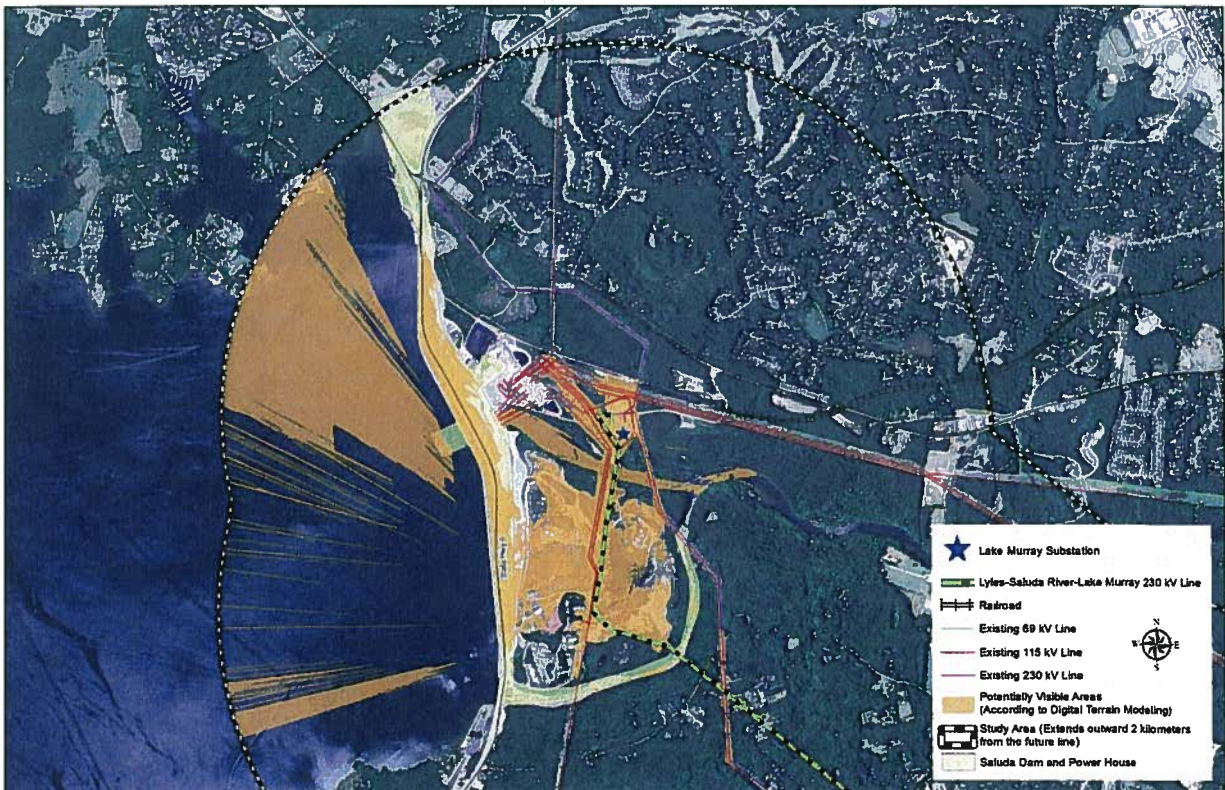
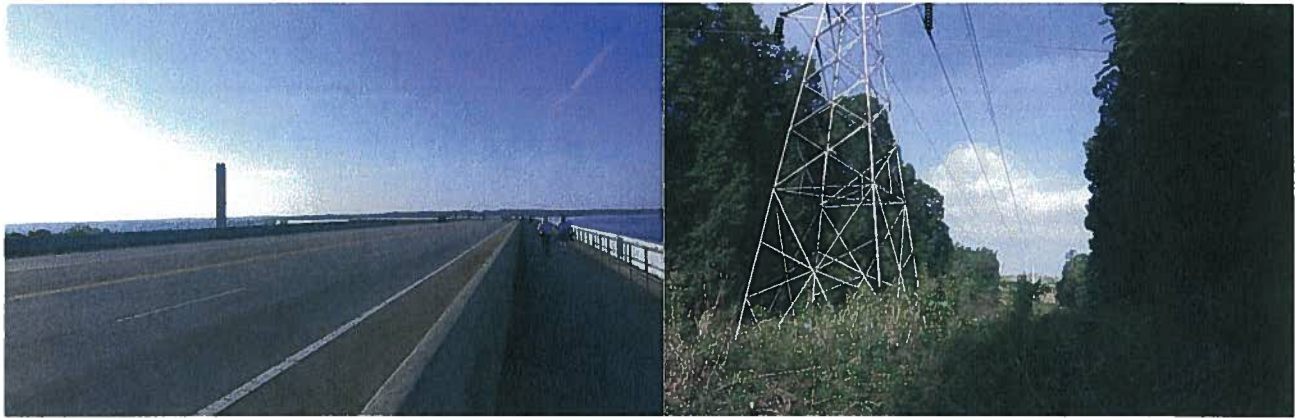
Historic Site: Saluda Dam and Power House (243-0127)

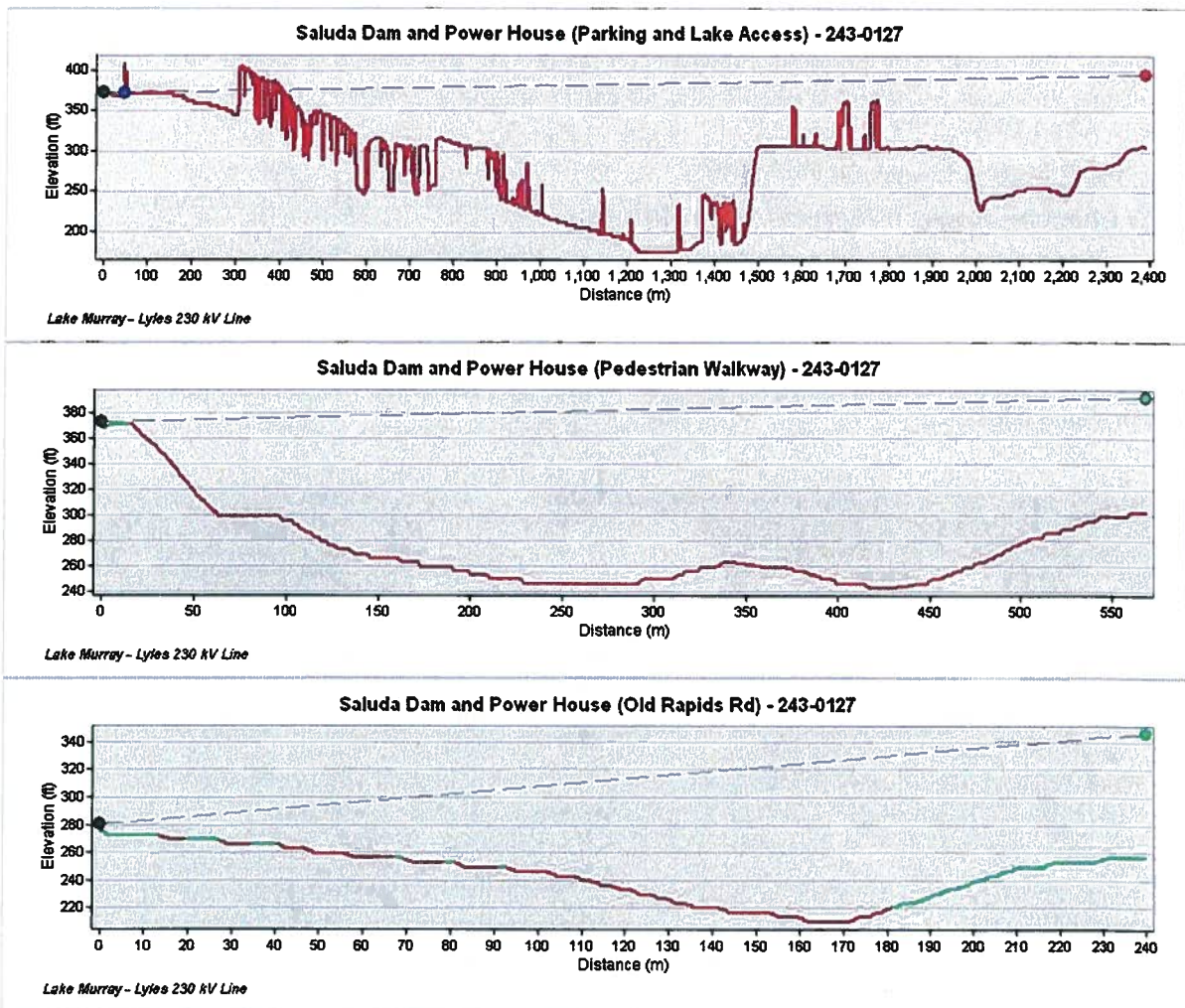
Description: Early 20th century earthen dam and power house complex that created Lake Murray. 1930

Current NRHP Status: Eligible for the NRHP

Distance from Line Route: Line route crosses resource

Field Visit & Analysis: The resource is composed of three distinct areas: the parking and lake access area to the north of the dam, the pedestrian walkway across the dam adjacent to SC Highway 6, and the spillway. The line route is situated on the northeast side and at a lower elevation than the dam; therefore, the view of the line route from the parking and lake access area will be blocked by the height of the dam itself. The pedestrian walkway across the dam is used by visitors on a daily basis. While the line route will be visible, it is anticipated that views will be subordinate to those of the lake and dam. The spillway, located off Old Rapids Road, will have an open view as the line crosses the resource. However, the spillway is not accessible to the public and no negative visual impacted is expected.





Conclusion Based on the Visual Impact Assessment and Field Visit: Negligible visual impact will result from construction of the future line due to extensive, existing visual modifications resulting from electrical transmission and generation facilities. Any views of the line will be subordinate to those of the lake and dam.

Historic Site: City Cemetery, Public Cemetery, Potter's Field

Description: The cemetery is bounded between Interstate-126, the Columbia Canal, and a set of railroad tracks. While vehicular access is available, the cemetery is in poor condition due to apparent neglect and vandalism. Circa 1860 - 1955

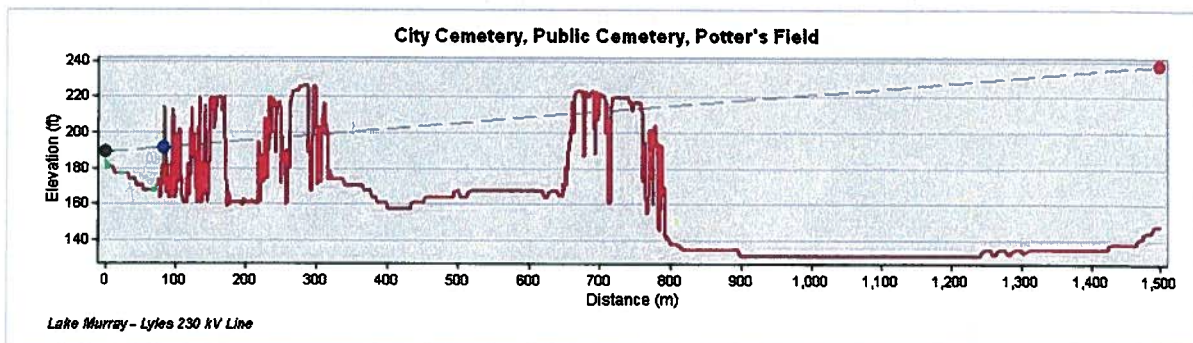
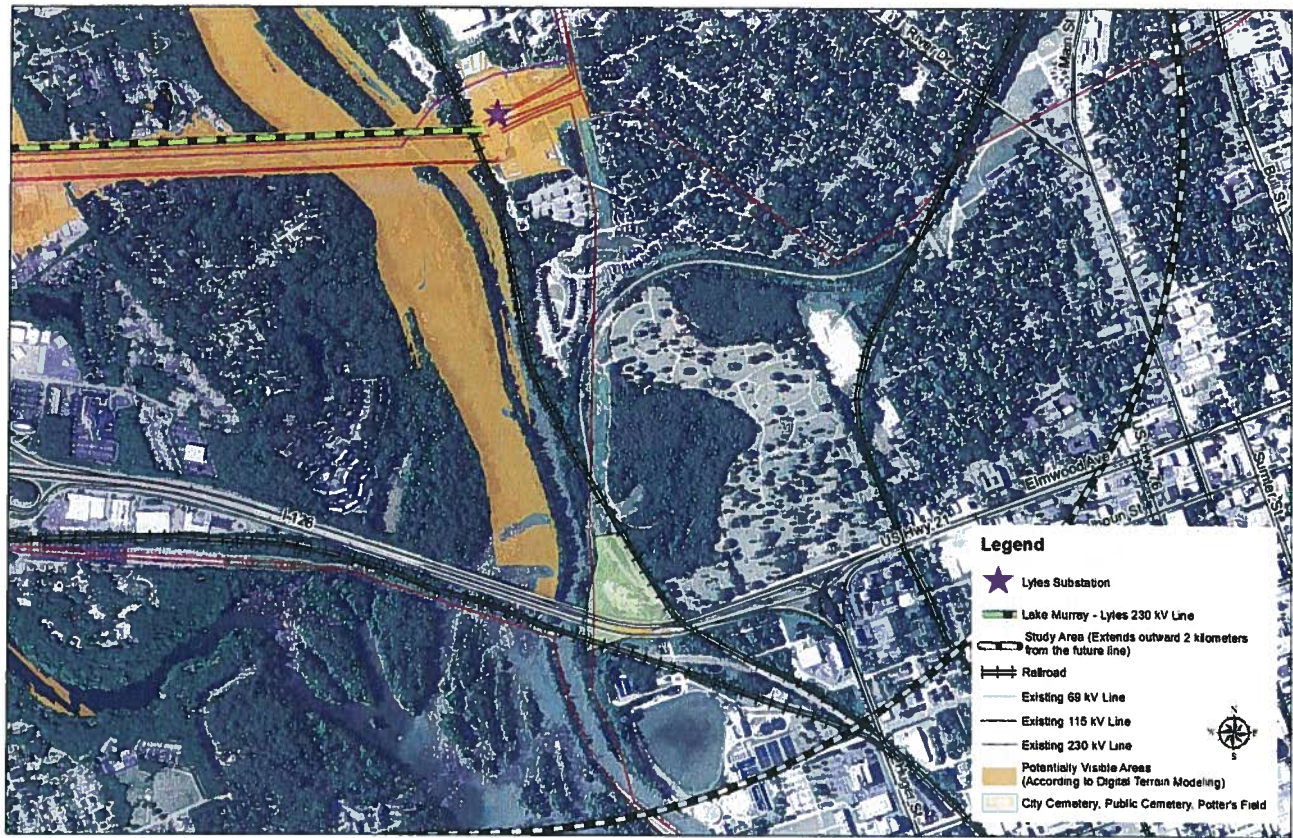
Current NRHP Status: Eligible for the NRHP

Distance from Line Route: 0.76 miles / 1.23 kilometers

Field Visit & Analysis: Vehicular access was restricted at the time of the field visit. However, views from Interstate-126 towards the line route were restricted by existing vegetation. Furthermore, existing high-voltage transmission currently run through the site. Digital viewshed modeling showed areas on Interstate-126 within the historic district as having a potential view of the line route. However, further analysis showed that the area of line potentially visible from the resource was over 3 miles away, confirming conclusions made in the field of no view or visual effect.



Photograph by Pete Pantsari uploaded on Google Earth



Conclusion Based on the Visual Impact Assessment and Field Visit: Views, if any, will not be evident to casual viewers.

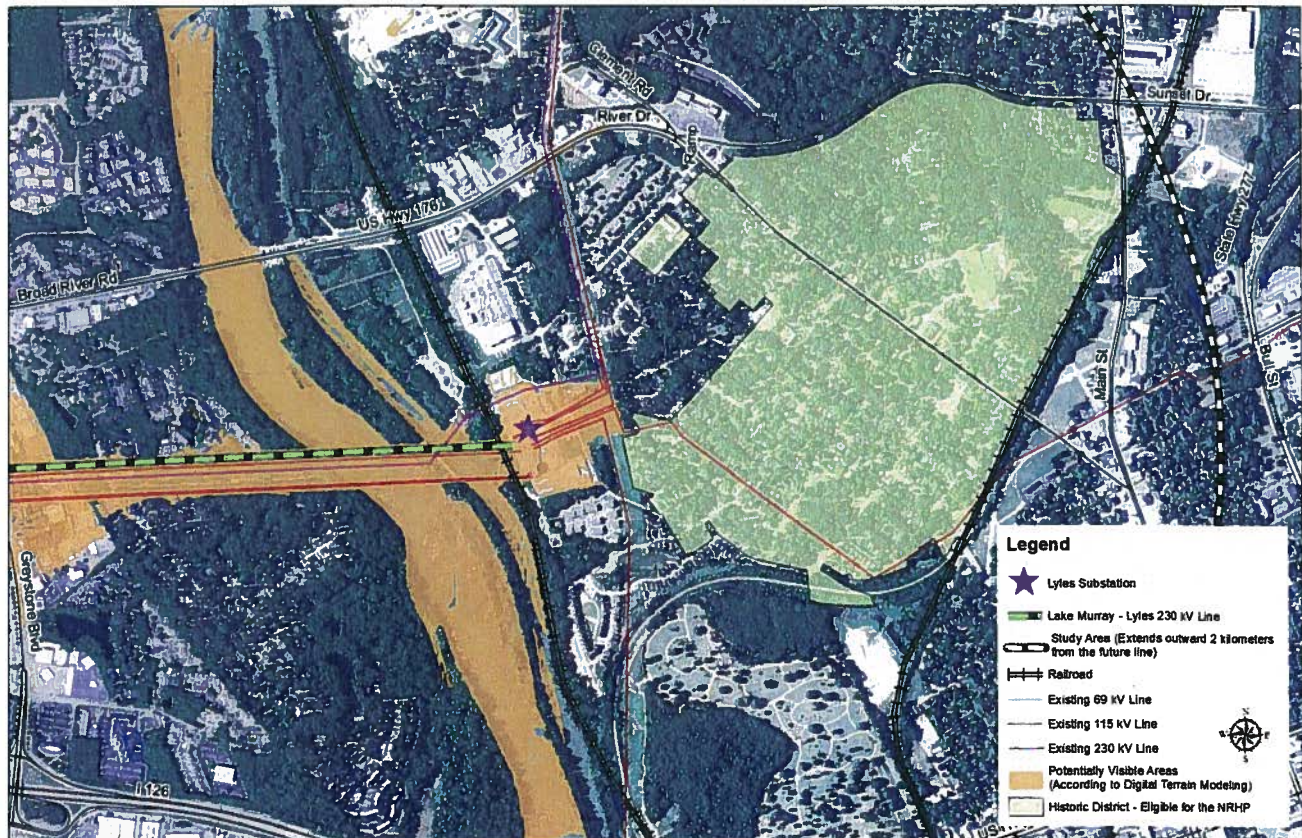
Historic Site: Earlewood

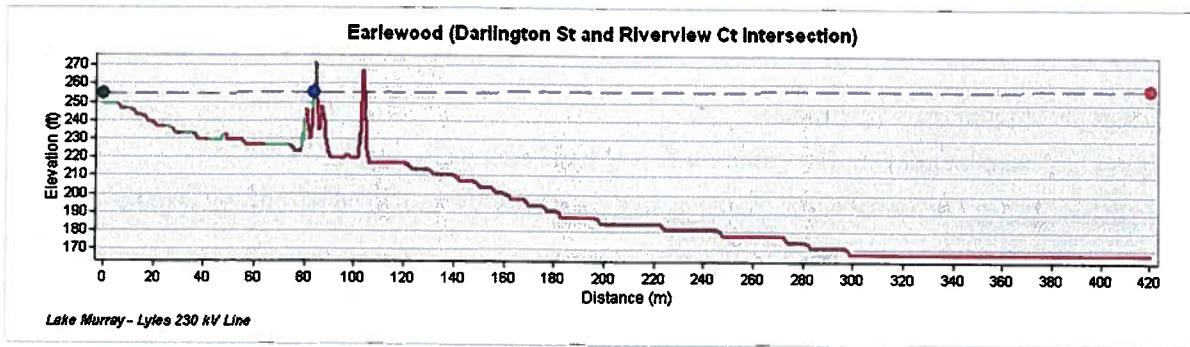
Description: City recognized historic district. Circa 1910 - 1955

Current NRHP Status: Eligible for the NRHP

Distance from Line Route: 0.21 miles / 0.34 kilometers

Field Visit & Analysis: The vast majority of the district will not have a view of the proposed line due to screening from urban tree cover and residences in the foreground. There is a view of the Lyles substation from the intersection of Darlington St. and Riverview Ct. However, the complexity of the infrastructure within and around the substation will render any transmission reconstruction unnoticeable to casual viewers.





Conclusion Based on the Visual Impact Assessment and Field Visit: Views toward the line are probable but will not be evident to casual viewers due to the complexity of existing electrical infrastructure between the line route and viewpoints.

IX. NRHP POTENTIALLY ELIGIBLE SITES

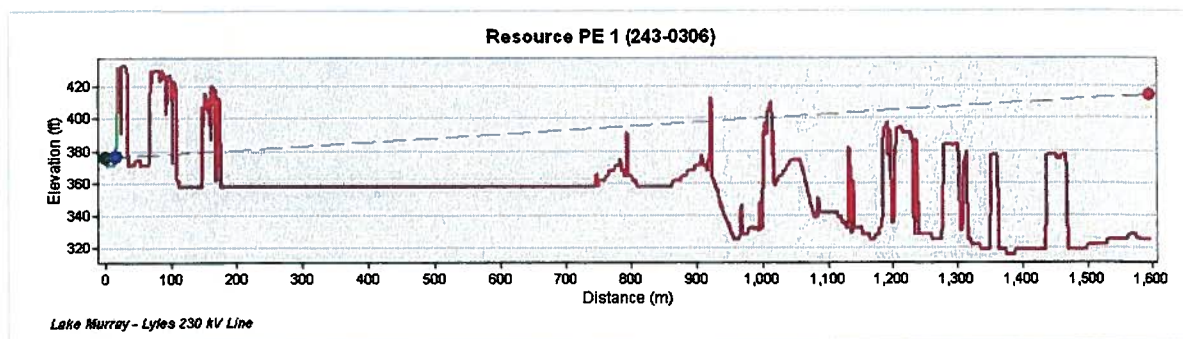
Historic Site: Resource PE 1 (243-0306)

Description: 207 Beekeeper Rd. Residence with restricted access.

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.98 miles / 1.57 kilometers

Field Visit & Analysis: Heavy foreground screening and long distance; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

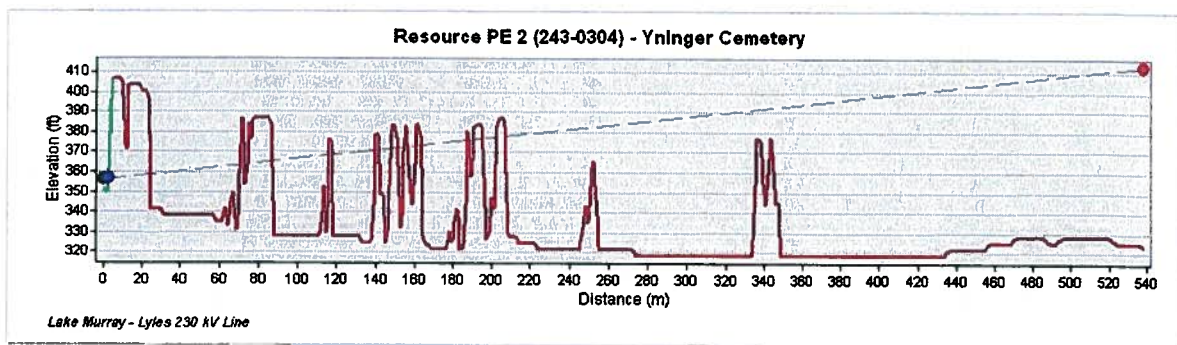
Historic Site: Resource PE 2 (243-0304) – Yninger Cemetery

Description: The cemetery is in a dense wooded area near the SCE&G training center and Saluda Dam spillway. The site is largely inaccessible due to fallen trees and overgrown vegetation.

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.35 miles / 0.57 kilometers

Field Visit & Analysis: Heavy foreground screening; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

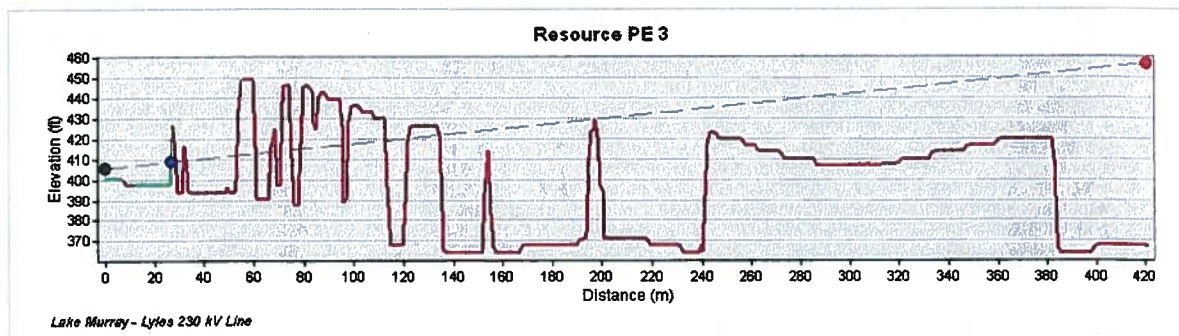
Historic Site: Resource PE 3

Description: 717 Hope Ferry Rd. One-story residence.

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.26 miles / 0.41 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

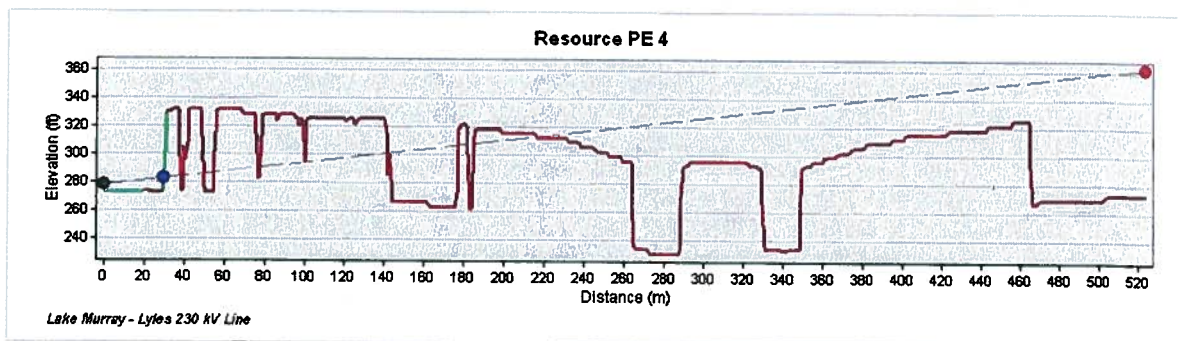
Historic Site: Resource PE 4

Description: 131 Hickory Hill Rd. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.32 miles / 0.51 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

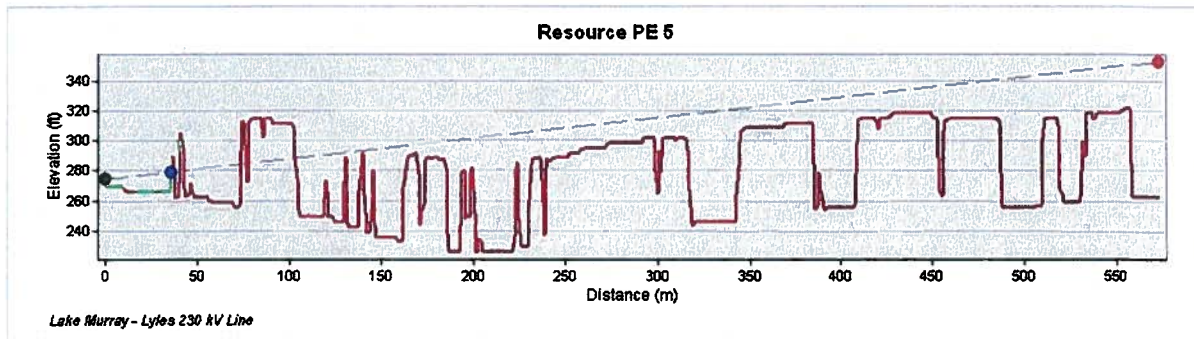
Historic Site: Resource PE 5

Description: 266 Mill Stream Rd. Two-story farmhouse.

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.35 miles / 0.56 kilometers

Field Visit & Analysis: View in the direction of the line route is currently modified by existing high-voltage transmission lines. However, heavy mid-ground screening will screen views of the proposed line route.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

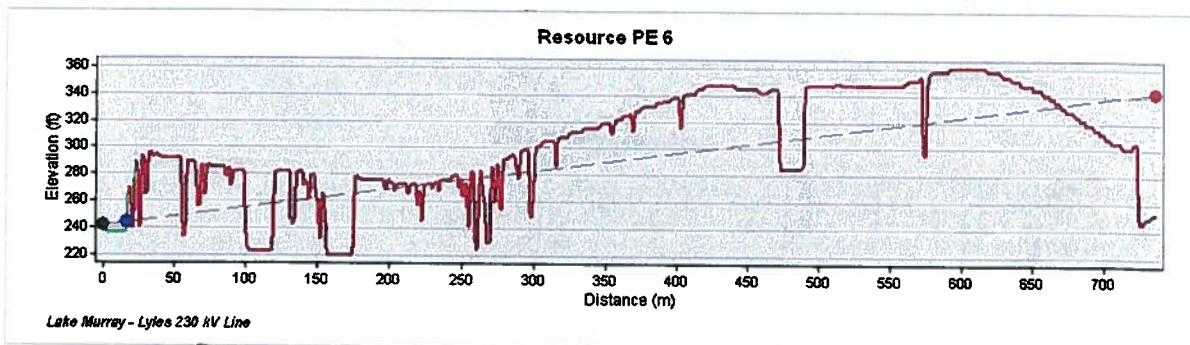
Historic Site: Resource PE 6

Description: 4536 Darby Ambrose Rd. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.46 miles / 0.74 kilometers

Field Visit & Analysis: Heavy foreground screening; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

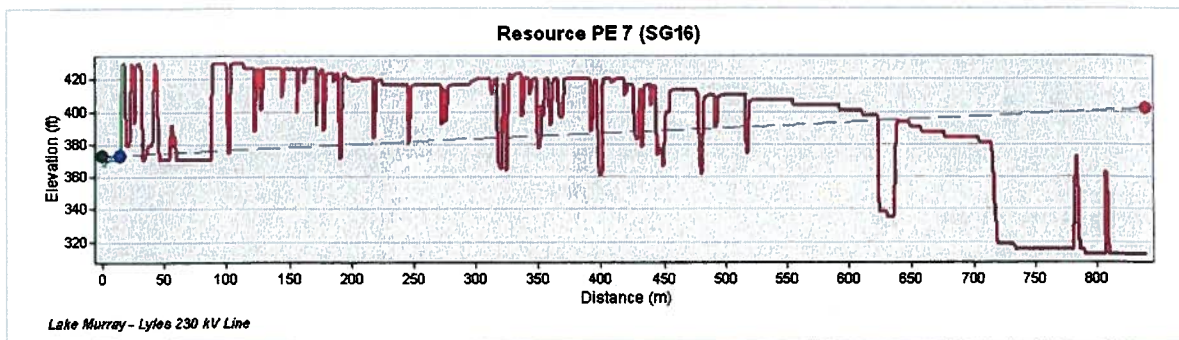
Historic Site: Resource PE 7 (SG16)

Description: 148 Draftwood Rd. Single story cross gable cottage with complex plan, owned by Thomas Drafts, land owned by Congaree Land Trust; house appears to be abandoned, neglected, and overgrown with vegetation, 1865.

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.52 miles / 0.84 kilometers

Field Visit & Analysis: Heavy foreground screening; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

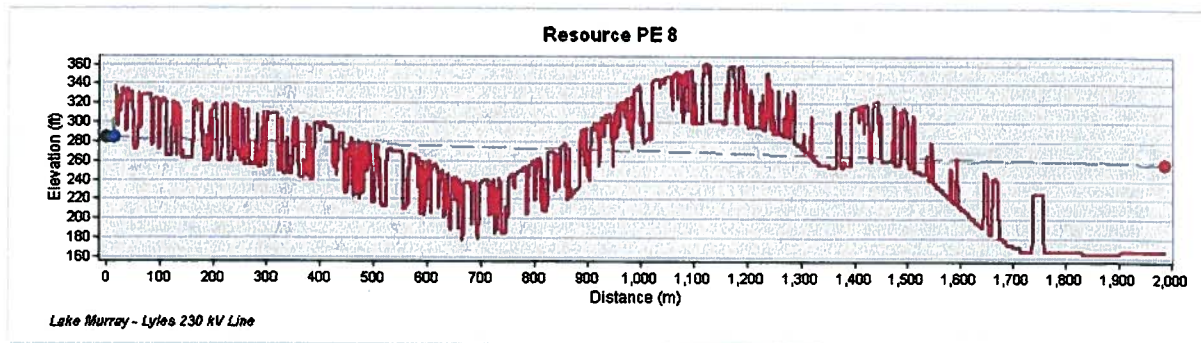
Historic Site: Resource PE 8

Description: 3709 Margrave Rd. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.23 miles / 1.99 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

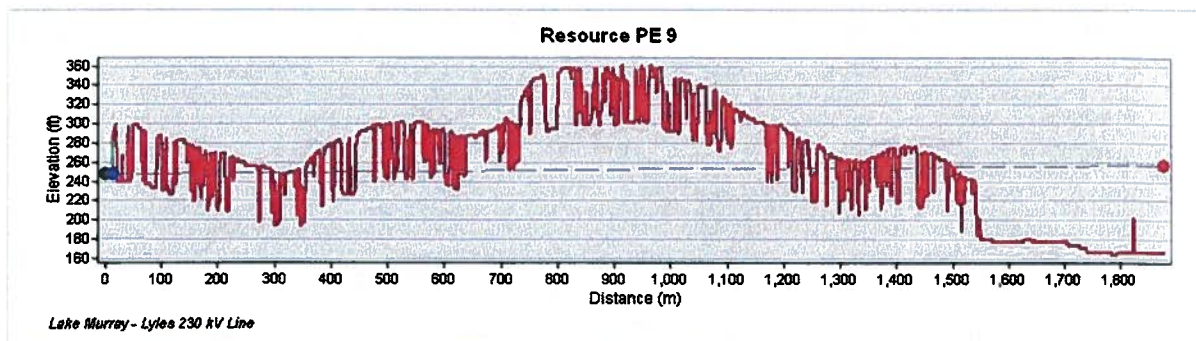
Historic Site: Resource PE 9

Description: 3405 Elmhurst Rd. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.17 miles / 1.88 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

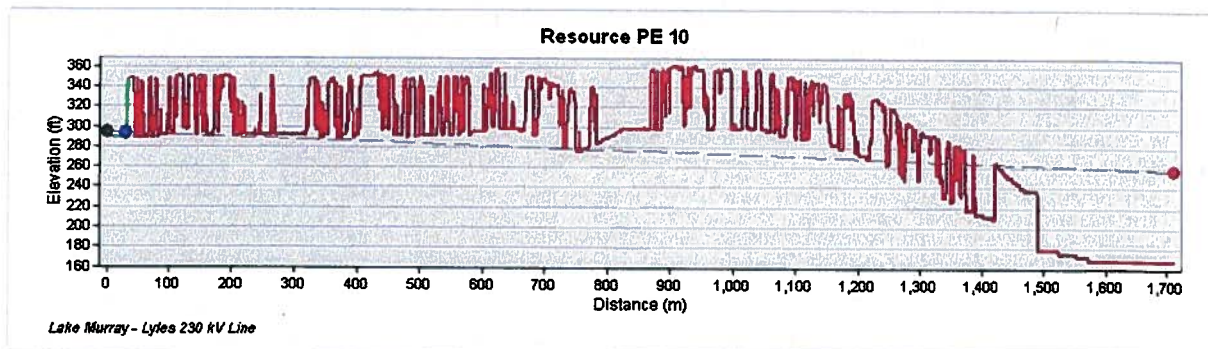
Historic Site: Resource PE 10

Description: 1125 Pope St. Two-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.06 miles / 1.71 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

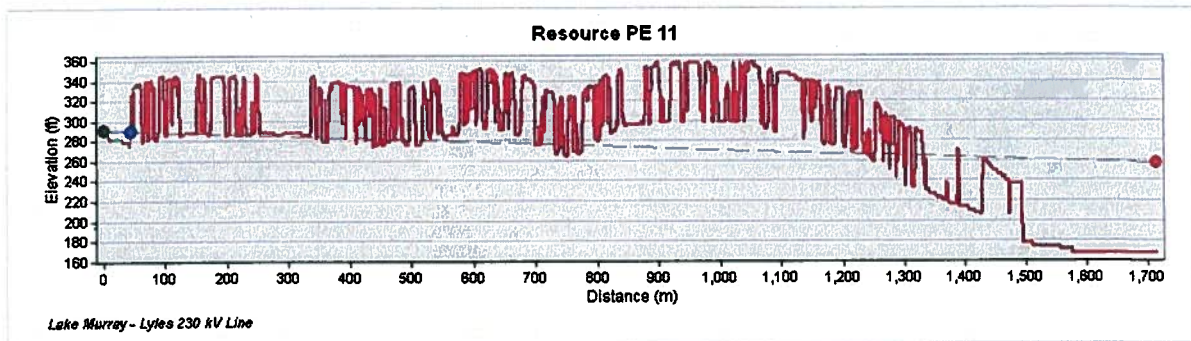
Historic Site: Resource PE 11

Description: 1122 Pope St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.06 miles / 1.71 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

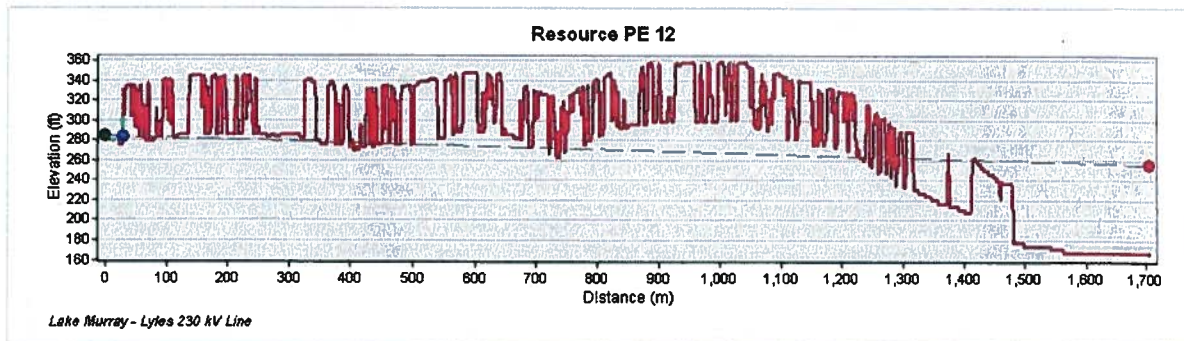
Historic Site: Resource PE 12

Description: 1116 Pope St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.06 miles / 1.70 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

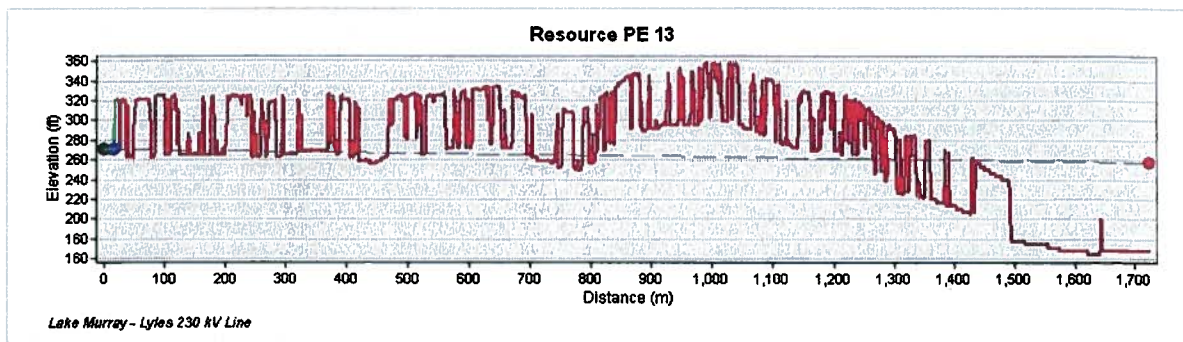
Historic Site: Resource PE 13

Description: 1115 Confederate Ave. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.07 miles / 1.72 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

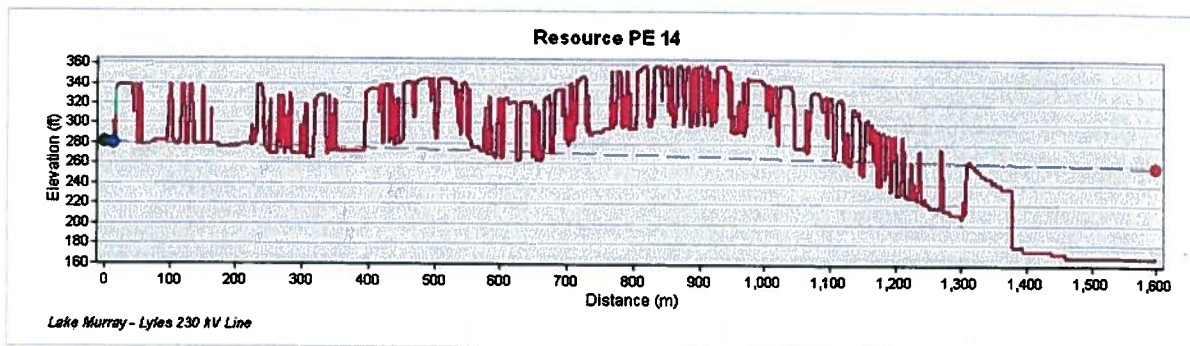
Historic Site: Resource PE 14

Description: 1039 Pope St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.99 miles / 1.60 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

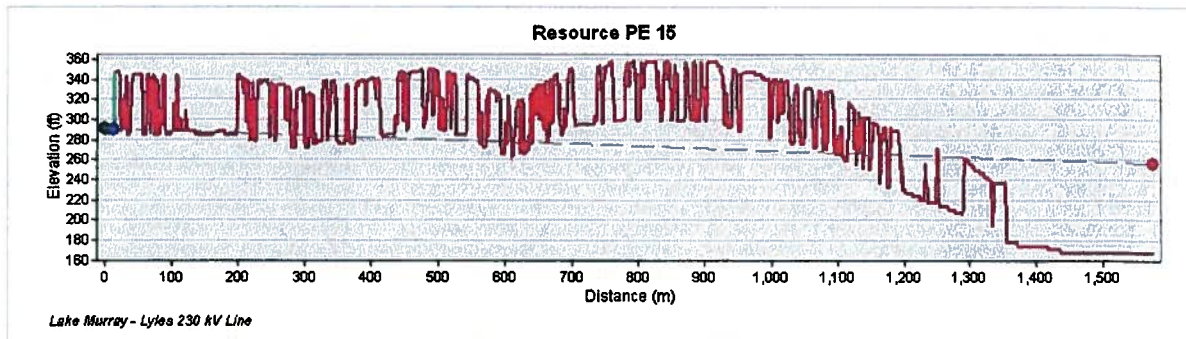
Historic Site: Resource PE 15

Description: 1100 Benton St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.98 miles / 1.58 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit. No view

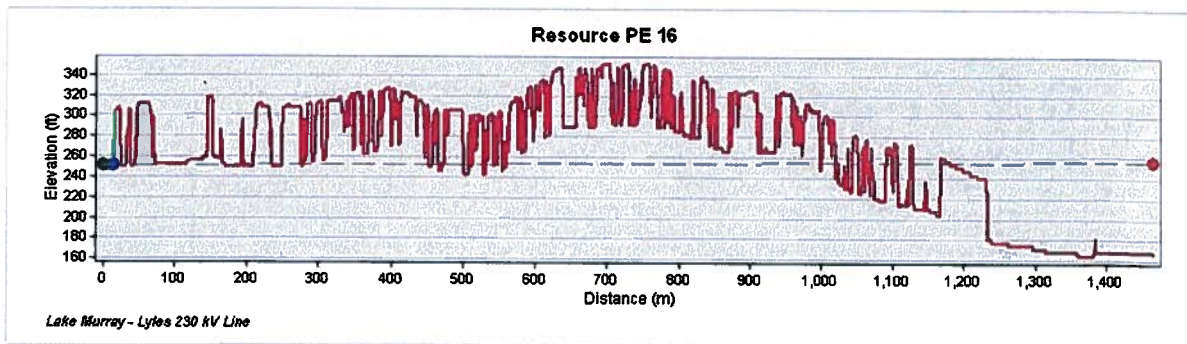
Historic Site: Resource PE 16

Description: 1001 Pope St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.91 miles / 1.46 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

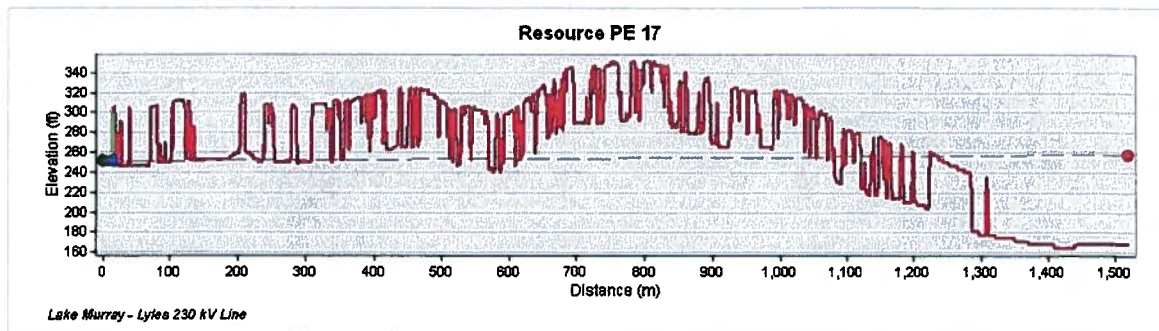
Historic Site: Resource PE 17

Description: 1012 Pope St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.95 miles / 1.52 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

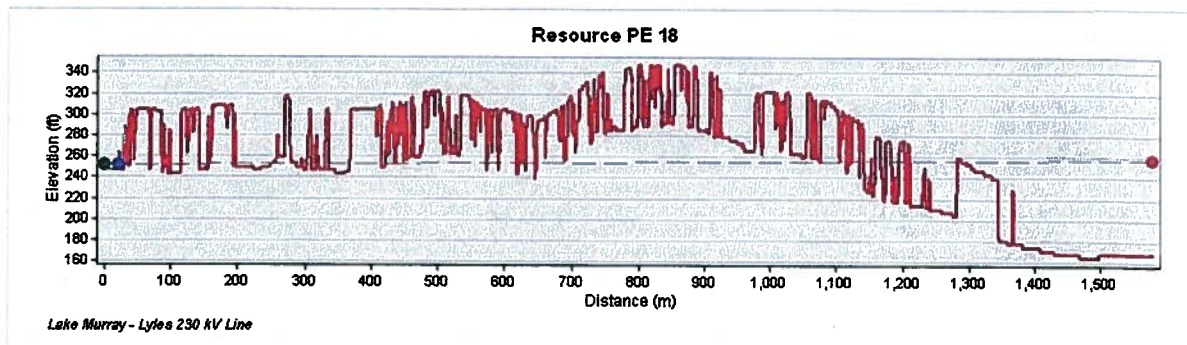
Historic Site: Resource PE 18

Description: 1019 Confederate Ave. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 0.98 miles / 1.58 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

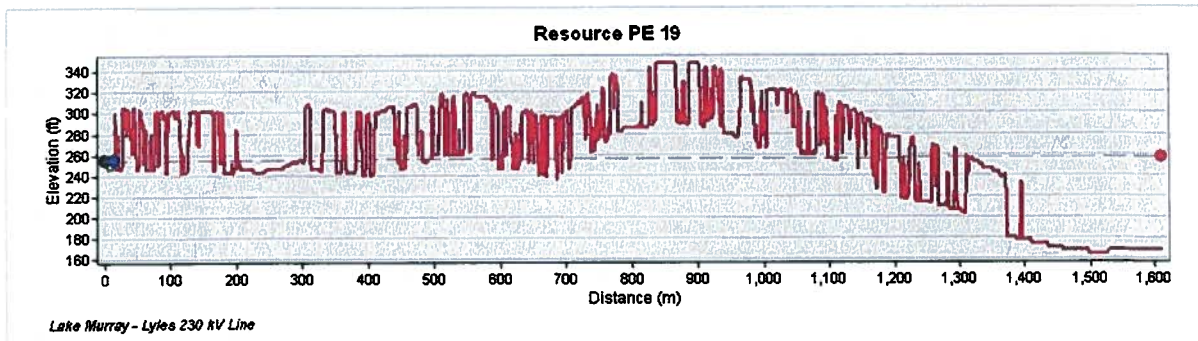
Historic Site: Resource PE 19

Description: 1018 Confederate Ave. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.00 miles / 1.61 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

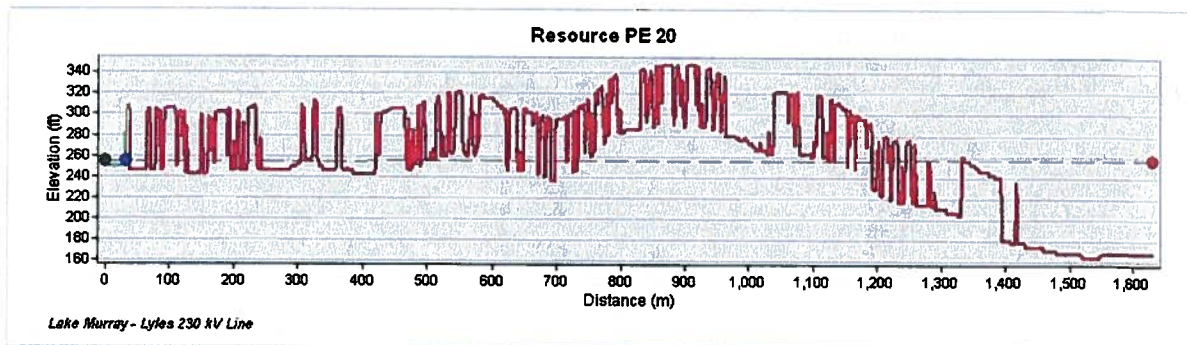
Historic Site: Resource PE 20

Description: 1022 Confederate Ave. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.01 miles / 1.63 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening coupled with topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

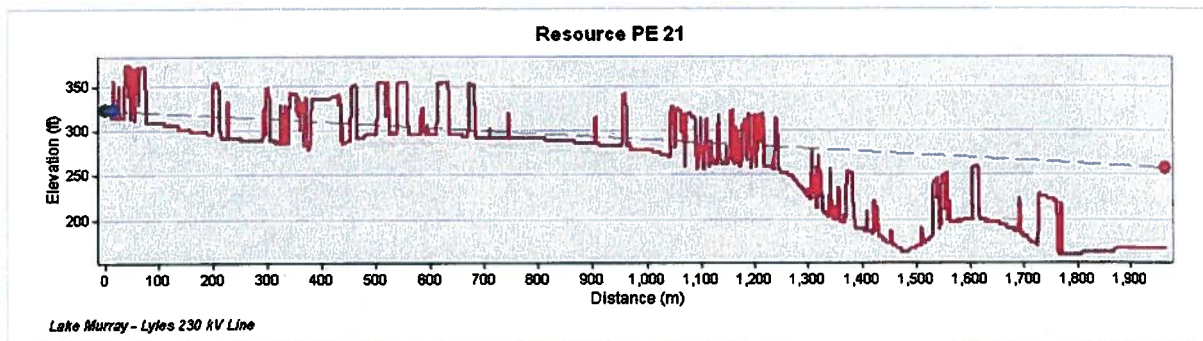
Historic Site: Resource PE 21

Description: 1925 Gadsden St. Two-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.22 miles / 1.97 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

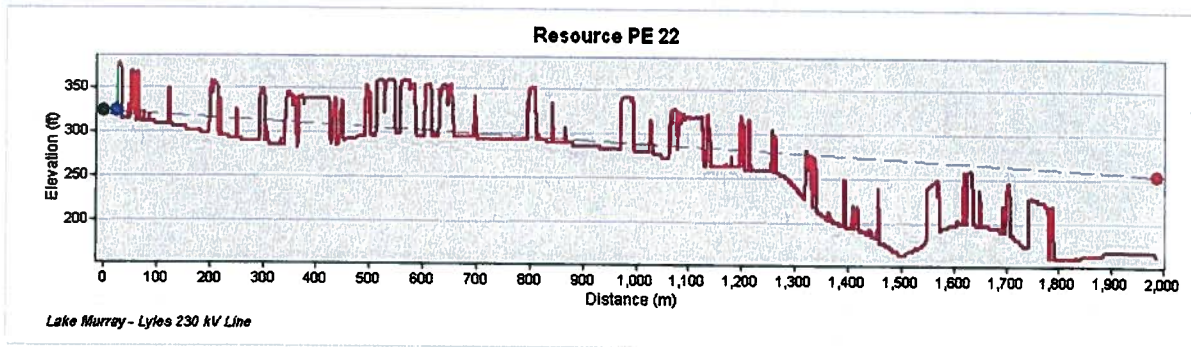
Historic Site: Resource PE 22

Description: 1919 Gadsden St. Two-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.23 miles / 1.98 kilometers

Field Visit & Analysis: Scattered foreground and heavy mid-ground screening; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

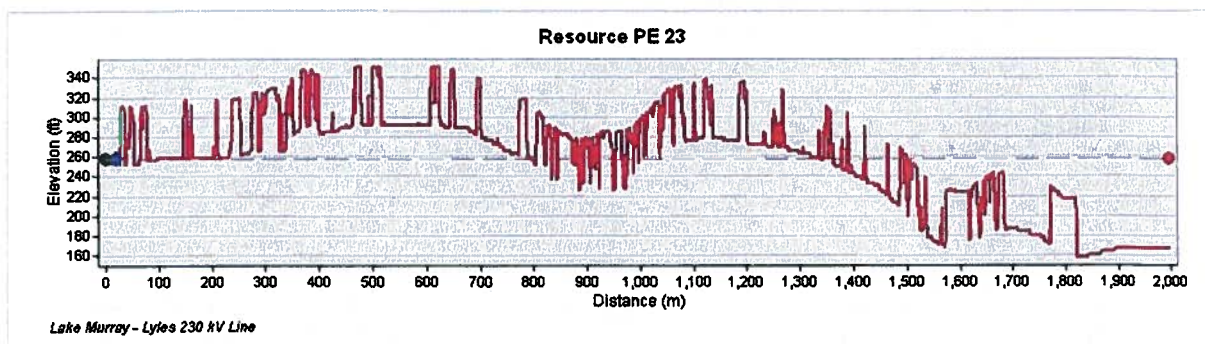
Historic Site: Resource PE 23

Description: 1823 Pulaski St. One-story residence

Current NRHP Status: Resource is not presently recorded. Determined to be potentially eligible for the NRHP by the Windshield Survey.

Distance from Line Route: 1.24 miles / 2.00 kilometers

Field Visit & Analysis: Heavy mid-ground screening and topographic change; line route will not be visible.



Conclusion Based on the Visual Impact Assessment and Field Visit: No view

X. SUMMARY

Total Number of Historic Resources in Considered in the Visual Impact Assessment Study: 39

Total Number of Resources Listed in the NRHP with a *Potential* View of the Future Line: 3 (Columbia Canal, Elmwood Cemetery and Saluda Factory Historic District)

Total Number of Historic Resources Eligible for Listing in the NRHP with a *Potential* View of the Future Line: 3 (Saluda Dam and Power House (243-0127), Earlewood and City Cemetery / Public Cemetery / Potter's Field)

A comprehensive analysis (i.e., Visual Impact Assessment Study) of all NRHP Listed, Eligible, and Potentially Eligible historic resources was conducted using digital viewshed modeling coupled with site visits. The analysis has yielded an accurate evaluation of the visual impact that could potentially result from construction of the Lyles-Saluda River-Lake Murray 230 kV Line. The analysis concludes that only six historic resources of the thirty-nine assessed within two kilometers (1.25 miles) of the line route will have a potential view of the future Lyles-Saluda River-Lake Murray 230 kV Line. Of the six resources, two are predicted to have open views, one will have a very slight view, and three will have very limited to no views. Chart 1 summarizes the predicted visual impact from the six resources that will result from construction of the Lyles-Saluda River-Lake Murray 230 kV Line.

Chart 1: Viewshed Analysis Results from Historic Resources with Views of the Proposed Lyles-Saluda River-Lake Murray 230 kV Line

Resource	NRHP Classification*	Predicted Visual Effect of the Lyles-Saluda River-Lake Murray 230 kV Line
Columbia Canal	Listed on the NRHP	No net change in visual quality of the resource due to the replacement of an existing line with the new line
Elmwood Cemetery	Listed on the NRHP	Minor view of future line that will not likely be recognized by casual viewers
Saluda Factory Historic District	Listed on the NRHP	Views of the future line will be very slight and not likely recognized by casual viewers due to foreground/mid-ground screening and distance
City Cemetery / Public Cemetery / Potters field	Eligible for Listing on the NRHP	Views of the future line will be extremely slight and not likely recognized by casual viewers due to foreground/mid-ground screening and distance
Saluda Dam and Powerhouse	Potentially Eligible for Listing on the NRHP	Existing views in the area of the resource are highly modified by power generation and transmission facilities. The addition of the line, though it will be openly visible, will not measurably affect current views.
Earlewood District	Potentially Eligible for Listing on the NRHP	The future line will only be visible from a small area within the district. From the area, views of the line will not likely be recognized by casual viewers due to the complexity of foreground and mid-ground screening and the presence of existing electrical infrastructure in the view

For further clarification on the extent of the potential line visibility from individual historic resources, refer to the detailed description of the resources in Sections V, VI, VII, VIII and IX of this report and to Section 5.9 (Cultural Resources) of the *Siting and Environmental Report for the Lyles-Saluda River-Lake Murray 230 kV Line and Associated Facilities*.

APPENDIX A

References

Parker, Patricia L. "PIKE Lake Murray-Lyles Letter Final." Letter to Ralph Miller. Oct. 2013. MS. N.p.

"The National Register of Historic Places." *Http://www.nationalregister.sc.gov*. N.p., n.d. Web.

Data Sources

Brockington & Associates, LLC. PIKE_Lake_Murray_Lyles_shapefiles_NAD27. 15 Oct. 2013. Raw data. N.p.

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USDA Ortho Imagery. 2011. Raw data. USDA Data Gateway, n.p.

APPENDIX B

Visual Impact Assessment Chart

Table 1: Visual Impact Assessment Chart of Historic Resources Determined to Have a Potential View of the Lyles-Saluda River-Lake Murray 230 kV Line

TABLE 1

Resource	NRHP Recorded Status	Windshield Survey Determination	BLM Total Scenic Quality Score ¹	Resource Specific View Location	Distance from Future Line (Miles)	Are Views from the Resource Currently Modified by Transmission Lines on the Right of-Way Over Which the Future 230 kV Line Will Run?	View Condition ²	Likely Visual Effect of Future 230 kV Line
Columbia Canal	Listed	Listed	12	Three Rivers Greenway	Line route crosses resource	Yes	Very High	Due to the replacement of existing transmission infrastructure, it is predicted that there will not be a net decrease in the visual quality or historical integrity of the Columbia Canal.
				Broad River Dam	0.86	No	No View	No view due to mid-ground screening by tree cover.
				Northwest Boundary	0.40	Yes	No Visual Effect	Line route will not be visible to the casual viewer.
Elmwood Cemetery	Listed	Listed	6	Front Entrance	0.97	No	No View	No view due to foreground and mid-ground screening by forest cover.
				Saluda River	1.60	Not assessed - limited access	No Visual Effect	Views, if any, will be from the Saluda River, which is accessed on with boating equipment and will not be evident to the casual viewer due to foreground and mid-ground screening, elevation change, and distance.
City Cemetery, Public Cemetery, Potter's Field	Eligible	Eligible	1	Interstate-20	3.00	Not recognizable	No Visual Effect	No view due to distance and complexity of foreground and mid-ground screening.
				Parking and Lake Access	1.01	No	No View	No view due to mid-ground screening by tree cover.
Saluda Dam and Power House (243-0127)	SHPO - Eligible	Potentially Eligible	14	Pedestrian Walkway	0.35	Yes	Low	Minimal future impact due to current modifications resulting from electrical transmission and generation facilities. Any views of the line will be subordinate to that of the lake and dam.
				Spillway on Old Rapids Rd	Line route crosses resource	Yes	Very High	While the line route will clearly be visible from the spillway, this is not an accessible area to the public. Therefore, no visual effect is anticipated.
Earlewood	SHPO - Eligible	Potentially Eligible	4	Center of District - Intersection of Florence St and River Dr	0.74	No	No View	No view due to foreground screening by tree cover and houses.
				Intersection of Darlington St and Riverview Ct	0.21	Yes	Medium	The line route will be in the field of view from only one small area within the entire district. Furthermore, it is anticipated that the line route will not be recognizable to the casual viewer due to the complexity of existing electrical infrastructure between the line route and the viewer.

1. Each of the historic districts that were determined to have a potential view of the line route were analyzed for scenic quality relative to the scoring metric developed by the Bureau of Land Management. The cultural resource BLM scores are independent, and have no direct relationship to the BLM study performed on the study area as a whole.

2. View condition references Table 2.

APPENDIX C

View Condition Matrix

Table 2: View Condition Matrix of Historic Resources Determined to Have a Potential View of the Lyles-Saluda River-Lake Murray 230 kV Line

TABLE 2							
Distance From Resource (Miles)	OS	OB	LM	LF	HM	MF	HF
0 - 1/8	Open View of Skylined Structures	Open View of Structures Against Backdrop	View Somewhat Diffused By Mid-ground Elements	View Somewhat Diffused By Foreground Elements	View Substantially Diffused By Mid-ground Elements	View Substantially Diffused By Foreground Elements	View Through Foreground or Mid-ground Elements Will Be Very Slight
1/8 - 1/4	(VH) Very High ●●	(H) High	(MH) Moderate-High	(M) Moderate	(LM) Low-Moderate	(L) Low	(VL) Very Low
1/4 - 1/2	H	MH	M ●	LM	L	VL	
1/2 - 3/4	MH	M	LM	L ●	VL	●	
3/4 - 1	MH	LM	LM	VL			
1 - 1 1/4	LM	L	VL				
Over 1 1/4	LM	VL					
Over 1 1/4	VL						●

CODE	VIEW CONDITION	CODE	HISTORIC RESOURCE
OS	Open View of Skylined Structures	●	Columbia Canal - Three Rivers Greenway
OB	Open View of Structures (Not Skylined)	●	Elmwood Cemetery - Northwest Boundary
LM	Light Mid-ground Screen	●	Saluda Dam and Powerhouse - Pedestrian Walkway
LF	Light Foreground Screen	●	Saluda Dam and Powerhouse - Spillway
HM	Moderate Mid-ground Screen	●	Earlewood - Intersection of Darlington St and Riverview Ct
MF	Moderate Foreground Screen	●	Saluda Factory Historic District - Saluda River
HF	Heavy Foreground or Mid-ground Screen	●	City Cemetery, Public Cemetery, Potter's Field - Interstate-126
	No Visual Effect		